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Coach and Bus Week
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COACH AND BUS WEEK

COACH INDUSTRY AWARDS 1998

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

Celebration of Excellence

Friday 23rd January 1998

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EDITORIAL

DSA agrees to talk at last

OVER A TWO-MONTH PERIOD in the middle of the Summer this magazine championed the cause of the coach and bus industry, which was facing a genuine crisis of driver shortage aggravated by time delays forced on training by arrangements for the new theory test.

In July we blamed officialdom for planting a time bomb in the very foundations of the industry ready for imminent detonation with potentially disastrous results. A week later this view was endorsed by operators faced with ridiculous and unnecessary delays in applying for, and taking, theory and driving tests. The effect on operators and training schools was catastrophic. The answer was in the hands of the Driving Standards Agency and, with frustration within the industry mounting as the weeks turned into months, there was a last-gasp attempt to halt the spiral of despair. Our news pages in the 21 August issue of *CBW* painted a picture of an industry which was paying the penalty for not being understood.

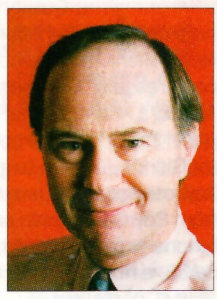
That was August. Now the good news. *CBW's* campaign has opened up an important line of communication. In a positive move to bring itself closer to the coach and bus industry DSA has agreed to talk.

Next week we bring you our exclusive report on the DSA's response to the crisis.

An unfortunate coincidence

JUST OCCASIONALLY there are times when you wish the ground would swallow you up and you could start all over again. Last week was one such occasion in the *CBW* editorial office when we were faced with a very unfortunate coincidence of two articles concerning the late Ted Bostock.

To put you fully in the picture, the article by Marksman - who was a personal acquaintance of Mr Bostock - was drafted, written and designed long before we got the sad news about Mr Bostock. During magazine production it is not only necessary, but good practice, to send some pages early for origination and printing, and the Marksman article fell into the early section.



By the time we heard about Mr Bostock, it simply was not possible to rescue and rewrite the Marksman page without jeopardising the schedule of the entire magazine. It was a classic dilemma which has caused us and Marksman acute embarrassment.

We apologise unreservedly to all concerned - especially Mark, Jane, Beryl and May Bostock.

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events

10-11 November: UITP conference - Safe Public Transport, Safe Cities - plus security exhibition. Maritim proArte Hotel, Berlin. Details on +49 30 20 335, fax +49 30 20 334 209

12-15 November: Community Transport 97, Norbreck Castle Hotel Blackpool. Details on 0161 366 6685 or 0161 351 1475. *E-mail: cta.man@dial.pipex. com, http://dspace.dial. pipex.com/town/terrace/pi21/index.htm*

21 November: National Planning Aid Conference, Gateshead Civic Centre. Details on 0191 222 7812

25 November: Omnibus Society meeting - Stagecoach, a worldwide company by Stagecoach East London chairman Roger Bowker. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

24-26 November: CPT Annual Conference, 'Operating for Quality — Sustainability and the Environment', Glasgow Thistle Hotel, Glasgow. Details on 0171 240 3131, fax 0171 240 6565

24-25 November: National Transport Review, CIT/Waterfront Conferences, Radisson SAS Portman Hotel, London. Keynote speaker Rt Hon John Prescott MP. Contact Paula Blay, tel 0171 233 7600, fax 0171 233 7611

25 November: Quality Partnerships, New Transport, New Millenium. One-day conference at Manchester Airport's Atlantic Suite, Terminal Two. Transport minister Glenda Jackson to give keynote speech. Details from Roy G Chapman on (phone or fax) 0161 442 5953, e-mail:val.stevens @mcr1.poptel.org.uk

23 January 1998: *CBW's* Coach Industry Awards, Metropole Hotel, NEC. Details from Kate Dalton, Evention, 5 Fenlake Business Park, Fengate, Peterborough PE1 5QB, tel 01733 311599, fax 01733 343310

Family-run operator forms a new company which will run 32

Bostocks Tours taken

By Mark Williams

HOLMESWOOD Coaches has taken over the former Bostocks Tours and Travel business to form a new Bostocks company.

The Congleton-based operator, as EJ Bostock & Sons, had been in the hands of administrators for several weeks, and was dealt a further body blow by the death of Ted Bostock, its managing director (*CBW*, 30 October).

Now, family-run Holmeswood has formed a new company, Bostocks Coaches, which will run the 32 coaches and leased premises, honouring all existing bookings.

Holmeswood: up-market fleet includes more than 20 frontline tourers

"It was very important that the identity of Bostocks remained intact," said Holmeswood director Colin Aspinall. "So we are keeping the family name, and both Mark and Jane Bostock will be involved in running the business."

As a gesture of faith, Holmeswood cemented the new business relationship immediately by presenting Bostocks with a surprise - a brand-new Van Hool Alizee on Scania K113, which is in the paintshop at Scania Coach Sales of Worksop.

"The major material change so far is that the tours income will go to Holmeswood, as part of our existing tour operation to comply with bonding regulations, though Bostocks will continue to operate vehicles on the tours. There are a number of other changes in

Drivers face minibus ban

MANY voluntary minibus drivers would be breaking the law and nullifying their insurance by crossing the Channel into Europe.

During a fact-finding trip to the EU in Brussels, BUSK was told it was a UK decision to opt out of setting the D1, 16-seater licence standard for all minibus drivers and allow car licence holders with two years' experience of driving. A senior Brussels official confirmed the UK is the only EU country to have this option.

But BUSK is at loggerheads with officials over their interpretation of seatbelt law. BUSK maintains that European school groups visiting the UK should be bound by UK legislation: "The DETR is unable to supply in writing where it says in law that this is not the case," said BUSK.

In a letter of reply to BUSK organiser Pat Harris, however, DETR clearly says the law - regulation 48A - does not apply to "a vehicle brought temporarily into Great Britain by a person resident abroad" because of C&U regulations.

London fares rise nearly 5%

LONDON Transport has hiked public transport fares an average 4.45% in response to a £700 million funding cutback and £1.2 billion backlog of work on the Underground.

"We have tried to strike a balance between keeping fares attractive to the travelling public and achieving our business need for increased revenue through a real increase in fares," said marketing director Norman Cohen. The new fares will raise £52 million for the Tube.

To sweeten the pill, London Transport has introduced cheaper fares for students and a weekly child-rate bus pass covering all zones, plus other discounts to encourage ridership. Many bus fares have been maintained at their current level.

Marines come to the rescue

ROYAL MARINES came to the rescue of coach tyre fitter Ron Hobby when the Excelsior vehicle he was working under came down on him.

The 40 Royal Marines bandsmen on the double-deck coach leapt to his rescue, raiding the fitter's van for a trolley jack and other equipment, and lifting it off Mr Hobby within 30 seconds.

"Royal Marines have a lot of common sense, and know how to sort problems out," said Excelsior's Portsmouth manager Paul Statham.

Mr Hobby had treatment for a minor hip injury, and the Marines missed their remembrance parade in London.

coaches and leased premises, honouring existing agreements

over by Holmeswood

prospect, and we are already looking for more drivers for Bostocks as part of a staffing review," Colin Aspinall told *CBW*.

James Aspinall thanked staff at the North Western Traffic Area Office and insurers Chapman Stevens in particular: "Without their professionalism and discretion, this transition would not have been possible," said the Holmeswood senior director.

The fleets are very different; of Bostocks' 32 coaches, seven are fully-equipped tour vehicles; at Holmeswood's Ormskirk base, more than half of the 41 vehicles are to touring specification. But change is inevitable, said James Aspinall.

"We hope we will be able to strengthen the team at Bostocks and give the necessary guidance and management control to see this long-established business once again achieving the high standards we set our own organisation at Holmeswood Coaches," he said.

Bostocks: 'we are on our way back up again' says Mark Bostock

"I am very pleased," Mark Bostock said. "This offers the business a good future. We are on our way back up again."

Mr Bostock said he and his cousin Jane would be managing the business, Jane on the tours side and Mark Bostock as transport manager: "The new coach was a really nice surprise. The last was in 1992," said Mr Bostock. "All I've got to do now is sort out some work for it," he joked.

Driver's sack was unfair

A SOUTH YORKSHIRE bus driver has been awarded almost £7,000 compensation after an industrial tribunal ruled he had been wrongly sacked.

David Cocking, 31, a driver with the Yorkshire Traction Bus Company of Barnsley, told the tribunal sitting in Sheffield he had been attacked by a woman who had refused to pay her fare. Mr Cocking described how he was bitten, spat at and punched as he held on to the woman as he drove back to the depot.

He said: "I clung on to her so the company could deal with the matter. She was defrauding the company and I was adamant she should have paid."

The company sacked him arguing he had "inflamed and antagonised the situation." The tribunal cut the amount of compensation by 20% as it ruled Mr Cocking was partly to blame for his dismissal. He was awarded £6,839.60.

Travellers sale rumours

STRONG rumours that Travellers of Hounslow is being sold could not be confirmed before *CBW* went to press.

London and airport coach operators were suggesting an up-and-coming minnow could be swallowing a whale - that the buyer could be the relatively small, 14-vehicle operator, Stort Valley of Stansted.

Travellers: range of super-exec coaches

Travellers, operationally managed by directors Tony Grayson and Stephen Wells, runs around 50 vehicles from its base, tackling a broad range of work including top-level corporate hire, Heathrow and Gatwick airport transfers, London tourism contracts and private hire. The largely air-conditioned fleet includes a number of super-execs, including the 32-seat Setra which stunned Brighton Rally-goers with its all-leather interior and impressive livery.

Stort Valley: could be 'minnow' buyer

Stort Valley is run by directors Andy Mahoney and Simon Underwood, who have overseen development of the small, two-vehicle operation to the purchase of 10 new Javelin Premieres mostly on commuter work, and the purchase of a purpose-built operating base at Stansted Distribution Centre (*CBW*, 10 May).

The company has extensive concert travel work, developed with local radio, tour operator contracts and private hire.

Neither Travellers nor Stort Valley directors were available for comment as *CBW* went to press

Swanbrook's park and ride

CHELTENHAM'S first full-time park and ride will be operated with three Optare Excels by Swanbrook.

The £440,000, 150-car facility on the A40 will get a 10-minute bus frequency with the 'Cheltenham Flyer' branded service. Passengers pay a £1.50 return peak-time fare, but commuters are being encouraged to use the service with a £6 weekly ticket.

Shoppers get a £1.50-per-car charge after 0900 hrs, the buses running until around 1800 hrs Saturday and 1900 hrs weekdays.

Walls sells to Stagecoach

MANCHESTER bus operator Walls Coaches has sold its bussing to Stagecoach Manchester.

The deal includes goodwill but no buses or premises. Around 25 drivers will transfer to Stagecoach, ending a decade of competition between Walls, and GM Buses and its successors.

Walls had built sufficient passengers to accrue a fleet of 25 buses, six of which were 1995 DAF DB250-based double-decks bought new. It is believed that Stagecoach's introduction of £5-a-week tickets and its low-fare, competition-harrying Magicbus services cut Walls' profits.

Proprietor Mike Wall is to retire from bussing to concentrate on his property development business.

Licence fees to rise 25%

DRIVING LICENCE fees will go up by around 25% if latest proposals are accepted.

The Department of the Environment, Transport and the Regions (DETR) is planning to charge £6 for a new, full PSV licence, in addition to test fees, £26 for the renewal with PSV entitlement (up from £21), £11 for a duplicate (currently £6), and £11 (currently £6) to remove endorsements. Other fees are pegged. DETR says the change will enable DVLA to recover its costs.

in brief

■ THE International Transport Union (IRU) has held its first Symposium of the Lawyers of the IRU Legal Assistance Network in Brussels. It dealt with the application of EU Drivers' Hours regulations in Germany, France and Holland and with contractual liability when operators use ferries, the Chunnel, or rail services.

■ MITSUBISHI Motors Corporation (MMC) and Volvo Truck Corporation (VTC) have signed a deal in which the two firms will look at, among other things, joint development of a new medium weight truck range. As many of the components are common to PSVs the deal has implications for future Volvo coach and bus chassis.

■ TRANSPORT minister Glenda Jackson says the public inquiry into the Tyne and Wear Metro extension will open at 10am on Tuesday 27 January 1998 at Sunderland Civic Centre. The proposed extension would enable an electric, high-frequency service to be provided between Sunderland and the International Airport and Central Station in Newcastle.

■ OSCAR Faber has been appointed term consultant by LT Buses to assist the Bus Priority and Traffic Unit responsible for promoting the freer movement of buses around London's streets. The role will involve coordinating work on London's selective vehicle detection system (SVD) used for bus priority at traffic signals and ensuring optimum loop and bus stop location.

■ NATIONAL Transport Tokens Ltd (NTT), the Stagecoach company which operates one of the largest concessionary travel token systems in Western Europe, has launched its site on the Internet.
Go to *http://www.transport-tokens.co.uk*

LT lecture brings plaudits from industry audience

Policy doubts could hit bus spend, warns Souter

By Robert Izzard

BRIAN SOUTER has warned the Government that continuing uncertainty over transport policy could lead to Stagecoach cutting its £50 million annual spend on new buses.

Speaking at the London Transport Annual Lecture, he outlined his fears to the packed audience of bus industry managers, local government officers and public transport professionals.

In what he warned the audience would be the controversial part of his speech, Mr Souter said: "Apart from cost rises, the greatest problem facing the UK bus industry is the continuing uncertainty of road transport policy. Now that we have had a change of Government, I think we really do need to understand a bit more about what the 'integration' word means. Because, we all believe in commercial integration, but to pretend that before 1986 there was an integrated paradise, we all know is a nonsense.

"If integration means changing every bus timetable in our provincial company to tie in with the Regional Railways train, which, because it is on a single line, only runs every 1 hour 45 minutes, I'm against it. If it means that we are going to be sensible and look at some of the big traffic flows and what we can do, then I am in favour of it."

In an electrifying speech, given without notes and visual aids, Brian Souter went on to say: "We need to understand what re-regulation is going to mean for all of us, and just how robust or how flexible the Government are about that issue - what their ambition is.

"We need to understand what the DTI have in their mind about the new Competition Law, which is in draft, because there are some very serious issues there.

Souter: twin uncertainties of new competition law and reregulation could threaten free-market benefits in UK

"These are the big uncertainties. Very soon, if we don't have answers to these questions, we will not be buying the same number of buses.

"Is Competition Law going to be a 10% fine of your total UK turnover, for defending against the activities of someone who is running a fleet of 20-year-old Leyland Nationals at peak periods on the creamiest part of your network? If the new Competition Law is going to mean that we can have our business effectively controlled or confiscated, or part of it given over to somebody else who has not put any investment in at all, then we are going to stop spending £50 million a year on new buses.

"The DTI are coming through with a Competition Law, which is designed in Europe, where every transport company is either enjoying a monopoly licence, is part of a franchise, or is in public ownership and is heavily subsidised, and they are taking that same law and applying it to a unique, deregulated bus environment."

In a dramatic analogy, Mr Souter compared the deregulated UK bus market to a sick man, beginning to get well and capable of healthy growth, both at home and abroad. But, the treatment had to be right: "There is a patient on the table, and he is going to get two shots in his arm. One shot is going to be a dose of regulation. It the patient gets the wrong dose, or an underdose of regulation and an overdose of new Competition Law, he will die very quickly. The correct dose of these two remedies needs to be worked out very carefully, or what has been a very successful and perpetuating success story could run into very serious problems."

Mr Souter went on to urge the Government to build on some of the more proactive measures it was taking to ease congestion: "We don't want words anymore about bus priority and land use in dispersal. We want to see it actually happening in local government policy. We actually want to see it happening in big numbers on the ground at a much higher rate.

"We need to see the development of a successful public transport policy, which I understand is defined by managing to grow the number of people who use public transport. And this successful public transport policy has got to be done very carefully so that the natural things, the commercial flair and innovation which has driven some passenger generation, are not squeezed out in any plan of regulation. It is a very tender plan which needs a lot of work and attention."

In line with a speech that was generally upbeat and enthusiastic, Mr Souter summed up by adding this footnote: "We can work with this Government, we can see their range of objectives, we know that they don't want to spend any money, and we probably can help them find the cost effective solutions to their problems. I generally feel positive about the outcome in the long term."

■ *Full speech details in next week's edition of Transit*

CBW Classified 24 pages this week DON'T miss out on the deals

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Kortrijk Carrus was foretaste of takeover

Carrus deal gives Volvo access to stainless bodies

VOLVO has strengthened its grip on the Nordic territory and gained access to stainless steel technology with the purchase of Finnish bodybuilder, Carrus.

The company has output of around 450 city, intercity and tourist coaches, and is the largest company of its kind in the region. Volvo also builds a further 200 Carrus bodies under licence.

Formal takeover is at the turn of the year when the Volvo Bus Corporation acquires all the shares in parent company Carrus Oy. Two subsidiaries producing special vehicles, Kijokori Oy and Sammutin Oy, remain in the ownership of the Mustonen family.

Carrus Oy will retain its name and will be managed by its current managing director, Harry Strom. No changes are in the pipeline, with around 60 per cent of Carrus bodies built on Volvo chassis.

Access to Carrus offers Volvo a strategic opening. Carrus makes bodies entirely of high-quality stainless steel.

"This concept is ideal for the development of new bus models for the international market — buses which meet the highest safety and environmental standards," said Bjorn Larsson, the president of the Volvo Bus Corporation.

Mr Larsson promises product development which will be increasingly integrated with chassis development in the creation of the complete bus but local manufacture close to the market remains the preferred route.

A Carrus-bodied Volvo B12 chassis with 340 bhp D12 engine on the Volvo stand at the recent Kortrijk coach and bus show in Belgium served as a foretaste of the takeover.

This 12-metre B450 tourist coach has 53-seat 3.5-metre high body made of stainless steel and is the first of its kind to be delivered to France.

Meanwhile, an already-established co-operation is a joint venture in Poland which was inaugurated in 1996, building Carrus bodies on Volvo chassis for the European market.

Small London-area business goes full circle

Link in long Line

By Mike Morgan

IN ONE of the most convoluted coach company histories of recent times, a small London-area business has struggled free of big company control.

After eight years in the shadows of the 'big boys', eight-vehicle Link Line of Harlesden is gearing up for potential growth in the tourist market by investing in its first new coaches just three months after it regained independence.

Link Line's varied history followed a period of around 30 years stability under original owner, John Thorpe, who sold the business to bus company, PMT of Stoke-on-Trent, in 1989.

A short period as a satellite operation of PMT's Paramount Leisure coach division headed-up by Brian Jones was quickly followed by a management buyout.

Link Line was subsequently sold by Mr Jones to Midland Fox, then part of Drawlane, in 1992 at a time when the Leicester-based company was continuing a buying spree which had already included Tellings Golden Miller (with which Link Line then became associated) and a number of other coach businesses nationwide.

At the end of 1992 Drawlane became the 2,000-vehicle British Bus group and Link Line was to face further change as rationalisation and Steve Telling's buyback of TGM resulted in Link Line coming under London & Country control.

Cowie bought British Bus in July 1995 to form one of the country's three largest bus groupings, amassing 7,000 vehicles at the point of its name change to Arriva this week.

However, Link Line's string of ownership changes was not to include it becoming part of Arriva because this small outpost of bus-operating London & Country did not fit the company profile. Consequently the business - Clay Lake Travel, trading as Link Line - was bought out by its manager, Tim Russell, and Tellings Golden Miller, in July.

Link Line has now celebrated its new-found independence by taking delivery

VI guide is major change in defects categorisation

A MAJOR REVISION of the Categorisation of Defects effective from this week is now available from the Vehicle Inspectorate.

The guide, which introduces the new term, Inspection Notice, as replacement for Defect Notice, is primarily for vehicle examiners when they are considering prohibitions and gives the recommended action, depending on the severity of the defect discovered.

Principal changes include: clarification of the illumination of PSV exits, steps and stairs; additional guidance about ABS warning requirements; specific tolerances for tyre wall bulges to take account of repairs; rationalisation of guidance for defects in electrical components; and clarification of standards for testing brake performance of in-use vehicles.

■ *Copies are available from Vehicle Inspectorate test stations or its publications unit - PO Box 12, Swansea SA1 1BP - cost £21.32 including ring binder.*

Services focus for 'green' project

AN EXISTING bus service in South Gloucestershire and a new service in Bristol city centre are the focus of 'Centaur', the European project for clean and efficient new transport Approach for Urban Rationalisation. Centaur aims to encourage the shift towards public transport. Vehicles powered by CNG will be operated by FirstBus subsidiary City Line in special livery on the 16 group of services linking Bristol Parkway and Filton Abbey Wood Stations and new city centre service 3.

WIN A REARVIEW CCTV ENTRY FORM

rtoon A: the correct caption is.....

rtoon B: the correct caption is.....

rtoon C: the correct caption is.....

me.....Position.....

mpany.....Tel.....

dress.....

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.....Signature.....

system fitted to the latest Jonckheere Monaco-bodied Volvo B12R operated by Clarkes of London in one day in Clarkes' own workshop by auto-electrician Ricky Bryan, and it was tested by *CBW* editor Mike Morgan.

The subsequent fitment is neat and very unobtrusive. The neat monitor housing blends with the other cab fittings and is centrally located above the windscreen. The camera is in a robust casing the size of a cigarette agreed to stand in the path of the coach while it was reversed to within 30 centimetres of his feet (left).

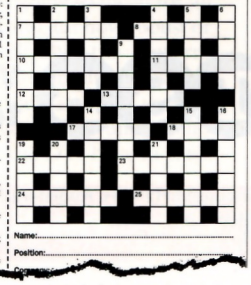
If you enter our competition a fully-fitted Third Eye CCTV kit can be yours. All you have to do is match the three cartoons (above) with the correct caption. Complete the entry form, photocopy it and post it or fax it to *CBW*, Wentworth House Wentworth Street, Peterborough PE1 1DS.

First correct answer out of the hat on 31 October is the winner.

COMPLETE OUR CROSSWORD AND WIN A BOTTLE OF SCOTCH

HERE was so much to see Coach & Bus 97 that any of our *Show Daily* aders had little time to do is crossword. So here's other chance for them and r all *CBW* readers. The first three correctly completed grids to get to us within 10 days will win their compilers a bottle of Scotch.

So get your thinking cap on. When you've completed the grid, please PHOTOCOPY it and send it to: Mike Morgan, Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS to arrive no later than Tuesday 31 October.



Name:.....

Position:.....

Company:.....

CLUES

CLUES ACROSS
Realize Eddie's in a Van
ol body model (6)
On-board water heater
off some steam (6)
An exclusive way (new the M4 near Heathrow) give priority to 4 down 4)
Temporary bollards used ice-cream cornets? (5)
Join a Speed-y firm for ir Gatwick to Heathrow nnection (4)
[illegible]

bodybuilder hides in a massive coach (5)
23. A wild cat spotted the Supreme coach (7)
24. River used before Transit bus firm was sold to become Stagecoach Oxford (6)
25. Imperial type from the pre-litre days (6)

CLUES DOWN
1. Secure feature for strapping passengers (3,4)
2. Carnwath Coaches company from Harold's (two-[illegible] Labour PM) family?
5. Not visually aware of the destination display (5)
6. Emerald Isle natives whose Transport concerns Minister, Alan Dukes (5)
9. Channel-hopping underwater traveller (2,7)
14. A high road, above all, that the insect finished off! (7)
15. Remembers the vehicle safety comebacks (7)
16. What is Al doing putting luggage on board? (7, anag)
19. Ricon wheelchair aids [illegible] above their axis and [illegible]

CBW readers are winners

THREE lucky readers have won a bottle of scotch in our crossword competition first featured on page 8 of our Coach & Bus 97 *Show Daily* newspaper. The competition was also featured on page 34 of *CBW*, 23 October. Quality control inspector MG Tanton of Plaxton's coachbuilders in Scarborough is our first and only *Show Daily* winner. He actually got one clue wrong - 'elite' should have read 'plate'. However, we decided to allow that error because a) the answer fits the clue and b) the *Show Daily* clues had an error in that 9 down read 7 down. So it's one all.

Our second winner is *CBW* reader and Epsom Coaches md Andrew Richmond of Epsom, Surrey. The third winner is *CBW* reader and Frodingham Coaches director Angela Wilkinson, of Driffield, East Yorkshire.

The answers were: ACROSS: 7) Alizee; 8) Boiler; 10) Buslane; 11) Cones; 12) Link; 13) Wheel; 17) Plate; 18) Demo; 22) Iveco; 23) Leopard; 24) Thames; 25) Gallon.

DOWN: 1) Lapbelt; 2) Wilson's; 3) Delay; 4) Coaches; 5) Blind; 6) Irish; 9) LeShuttle; 14) Flyover; 15) Recalls; 16) Loading; 19) Lifts; 20) Pedal; 21) Royal.

in eight years and now looks forward to period of stability

# of ownership changes

Pair of B10M Premiere 350s will front Link Line's independent push into London tourism markets

of two new Plaxton-bodied Volvo B10Ms from Kirkby to join its six midicoaches.

"We are using the new coaches to raise the quality of our private-hire fleet," said managing director, Tim Russell. "Being based in north-west London we do a fair amount of work with the tourist trade and see potential growth in this market. To help achieve this the new coaches have high-floor Plaxton 350 bodies with 49 reclining seats, toilet, TV and video, and a drinks machine."

After the ups-and-downs of the last eight years Mr Russell said: "We've come to the end of the changes and are now looking forward to a period of stability."

Backing for buses from the minister

THE GOVERNMENT'S commitment to bus travel is enshrined in new guidance launched by Minister for Transport Gavin Strang.

Keeping Buses Moving sets out to steer local authorities in the right direction of reduced delays and improved reliability. It coincides with consultation on an integrated policy and includes advice on bus priorities and enforcement.

Dr Strang said: "We must aim for better and more reliable bus services to draw more people back to public transport."

He said: "The Leeds Guided Bus system has already saved over 500 car trips a week in and out of the city. This is a step in the right direction. It shows that, if we get bus services right, the public will use them."

Mini and midi sectors down

THE MINI AND MIDI SECTORS are both down by more than a third so far this year, according to the latest figures from the Society of Motor Manufacturers and Traders.

Registrations of new passenger-carrying vehicles during the first nine months of 1997 confirm earlier trends. The minibus/coach market as a whole is down from 1,767 vehicles to 1,168 while sales of midibuses under nine metres has slumped by over 40 per cent to 405.

However, the new Mercedes-Benz 0814D Vario is leading a dramatic reversal of fortunes at the top end of the mini market with registrations during September almost 60% up on its Euro 1-engined predecessor, reinforcing M-B's tight grip on the body-on-chassis/cowl PSV business.

This upturn is mirrored in the year-to-date figures, with 403 Varios taking to the road in the 7401kg-7500kg category compared with the 245 of its predecessor 811/814 during the first nine months of 1996 prior to the 1 October Euro 2 deadline.

The significance of the switch from Euro 1 to Euro 2 is reflected in the 3501kg-7400kg category where last year Mercedes-Benz had a 68.4% market share with 1,041 of its T1 range - mainly chassis/cowls for the big groups. This year the figure is 524 while market share figures have remained constant as Iveco Ford has retained around 30%.

In the purpose-built sub-nine-metre midibus arena Dennis has almost 80% share with the shortest version of its top-selling Dart.

Although September registrations of Optare MetroRiders have matched those of last year, the year-to-date total reflects the slide in this sector, which is losing out to the rapidly-developing super-midi market which, in turn, has helped boost new full-size bus sales by 14% from 1,731 to 1,980 vehicles between 1 January and the end of September (*CBW*, 16 October).

Vario has given a 'leg up' to Mercedes-Benz small bus sales in a declining market

Mini/Midibus Registrations

	1997 Sept	1997 Year to date	1997 %share	1996 Sept	1996 Year to date	1996 %share
3501kg-7400kg						
Iveco Ford	35	228	29.8	106	468	30.8
Mercedes-Benz	70	524	68.5	194	1041	68.4
Others	2	13	1.7	1	13	.8
Total	2	13	1.7	1	13	0.8
7401kg-7500kg						
Iveco Ford	0	4	1	3	17	7
Mercedes-Benz	91	399	99	57	226	92.2
Others	0	0	0	0	2	0.8
Total	91	403	100	60	245	100
Midi under 9 metre						
Dennis Dart	52	321	79.3	90	522	74.7
Marshall Mini	0	7	1.7	2	3	0.4
Optare MetroRider	16	76	18.8	16	162	23.2
Volvo B6	0	1	0.2	1	12	1.7
Total	68	405	100	109	699	100

Road Car challenge

YORKSHIRE Traction group subsidiary Lincolnshire Road Car has opened up competition on the quality front and has challenged competitors in Skegness to match its new easy access vehicles and quality service guarantees.

Four new lowfloor Dennis Dart SLFs operate the trunk coastal service from Skegness to Chapel St Leonards via Ingoldmells and Butlins, as well as two town service routes to Beacon Park. The coastal service which operates half hourly between 8 am and 6.25 pm on weekdays. The town service, which is the only local route which operates on a figure of eight pattern runs half hourly between 8 am and 6 pm on weekdays and hourly on Sundays.

The SB1 Chapel route, which is supplemented by short workings of other routes faces half hourly competition from Hunts of Alford with secondhand single deckers, and frequent services of local taxi operator "Four fives" which operates secondhand minibuses. The company is hoping that the new vehicles will give it the edge on the competitive coastal run, but is also rewarding local passengers on their routes, who might think that all efforts were aimed at holidaymakers.

See Deals, page 28

Irizar aftermarket boosted and new Stansted dealer opens

Scania's new Flight path

By Mike Morgan

ONE of the country's major regional coach companies has been signed up as one of two new outlets which strengthen Scania's aftermarket support for operators running Irizar-bodied coaches, while Worksop-based Scania Bus & Coach has added a new dealership in the process.

Buddens Commercial Services of Hampshire was the first Irizar service and parts specialist appointed in August 1996. It has been joined by Flights Motor Services of Birmingham and Scantruck Ltd of Stansted, Essex.

Flights recently took over Excelsior of Bournemouth, giving the group a combined fleet of over 100 coaches with an average age of under three years. Its workshops in central Birmingham close to Spaghetti Junction on the M6 offer 24 hour a day service.

Scantruck has brand new £1.4 million premises two minutes from M11 junction 14.

Scania Bus & Coach is using the new facility as a sales point for new coaches and has based a selection of Scania and Irizar products closer to its customers in the South East with salesman Andrew Hamilton using Scantruck as his base.

Meanwhile, a comprehensive training programme is planned for the Irizar range. Body simulation rigs will be installed in Scania's Coalville training school.

Scania's coming home: Irizars for World Cup hopefuls

TOGETHER with its subsidiary Scania France, Scania will supply 52 Irizar Century-bodied K124 chassis to transport the various national teams during Soccer's forthcoming World Cup in France next year, earning Scania the title, 'Team Bus Supplier' from sponsor, General Motors Europe - Opel. This type of vehicle is already used by the England team whose transport is provided by Battersea-based Blueways which runs a tri-axle Scania Century provided by team sponsors, Green Flag.

Bredbury base for former Charterplan fleet

National: £1m depot

FORMER EYMS Group holiday subsidiary National Holidays, has completed a £1 million investment in new premises in the Manchester area, to enable it to move from the former Charterplan premises at Stockport now owned by Stagecoach Manchester.

The new two acre site at Bredbury Park, east of Stockport, is conveniently situated near the M63 and M67 Motorways and provides covered accommodation for most of fourteen coaches now allocated there.

EYMS group acquired the coaching business of Charterplan from Stagecoach Manchester in May last year, but continued to use the garaging facilities at Stockport until alternative premises were secured. National Holidays is now part of the Godfrey Burley Group Limited following last September's demerger.

Arriva has arrived

CBW brings you the first shots of the new livery shortly to appear on around 7,000 Arriva buses nationwide. There are no official photographs but company video footage shows the lines of the Best Impressions design which, barring an unforeseen defeat at today's meeting of Cowie shareholders, will be adopted for most buses in the Arriva group.

Red is retained for London and an environmentally sensitive aqua marine and sandstone national scheme introduced. Starting from the new year, Arriva sweeps away all the individual company names from Crosville Cymru to Southend Transport and from Clydeside to Maidstone & District.

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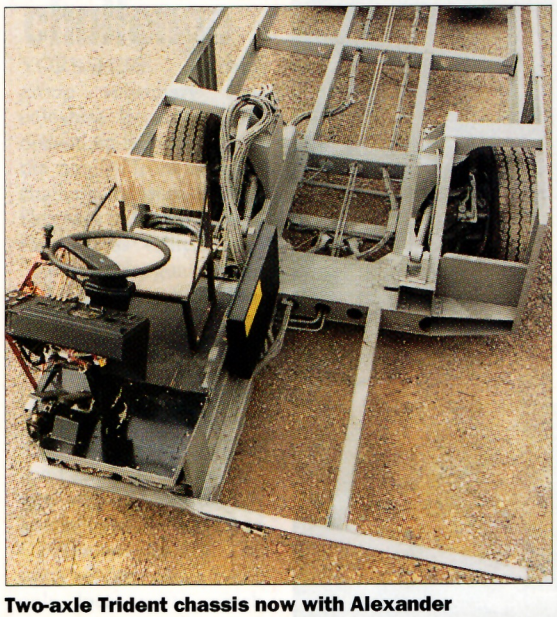
TELMA

Alexander building home market two-axle version of Hong Kong Trident

First Dennis lowfloor for UK now in build



Two-axle Trident chassis now with Alexander

By Mike Morgan

THE FIRST lowfloor double decker for the UK from Dennis is now with bodybuilder Alexander and is expected back at Guildford early in the New Year for on-going development work.

This trail-blazing two axle Trident is the fore-runner of no fewer than 100 ordered by Stagecoach for 1999 delivery. As a sister vehicle to the tri-axle lowfloor decker of the same name which is finding eager buyers in the Far East, the UK Trident shares the same front and middle moduals, incorporating beam steering axle.

Changes at the rear to meet UK requirements for a manoeuvrable 10.5-metre bus bring the rear overhang down to just over two metres by using transverse-mounted Cummins C-series engine producing 220bhp or 245bhp.

The engine drives to the nearside through a combination of ZF or Voith gearbox and angle drive to a ZF drop-centre rear axle. Dennis sales and marketing director Roger Heard said manufacturers' standard driveline components had been used in the design of the Trident, giving a lowfloor over the drive axle to the rear of the lower saloon. The Stagecoach order calls for Voith three-speed gearbox.

Meanwhile, the three-axle export model has confirmed orders for 64 from Hong Kong, following the first four preproduction vehicles (Deals and Dealers, *CBW* 23 October 1997). Two of this quartet were built by Alexander and the other pair in Portugal by Caetano using Duple Metsec kits.

Each bodybuilder supplied one vehicle with bus seats and the second to a coach specification for the soon-to-be-started airport service.

Alexander is building a further 10 at Falkirk with ALX 500 bodywork to bus spec and Caetano/Duple Metsec has the order for 50 coach-seated vehicles.

The new fleet of air-conditioned Tridents is expected to be in position before the scheduled opening of the new Hong Kong airport in April when the coach-spec vehicles operated by KMB Group subsidiary, Long Win, will provide a high-frequency service into the city centre.

Further to the CBW report on 23 October, MAN, which tempted the Hong Kong operators with an Australian-built Vogren 96 seater on CR221LD chassis, has been rewarded with an order for 50 single-deck integral 18.220 buses - not double deckers as had been implied.

New UK lowfloor will be sister vehicle to this tri-axle version built for the Far East

Plaxton sponsoring Individual Livery Award

COACH AND BUS WEEK COACH INDUSTRY AWARDS 1998

ONE of the *Coach Industry Awards* which YOU choose has been chosen by Plaxton for sponsorship.

The Individual Coach Livery of the Year is decided entirely by *CBW* readers, who this year were not only able to view the contestants in the magazine on a weekly basis, but got a full-colour round-up of all 115 liveries in a special awards pull-out.

The voting is now closed, but the story's far from over; the winner will remain a closely-guarded secret until 23 January, when a gala ceremony at the Stakis Metropole Hotel, near the NEC, Birmingham will announce which of the stunning examples of paintwork was liked most by readers.

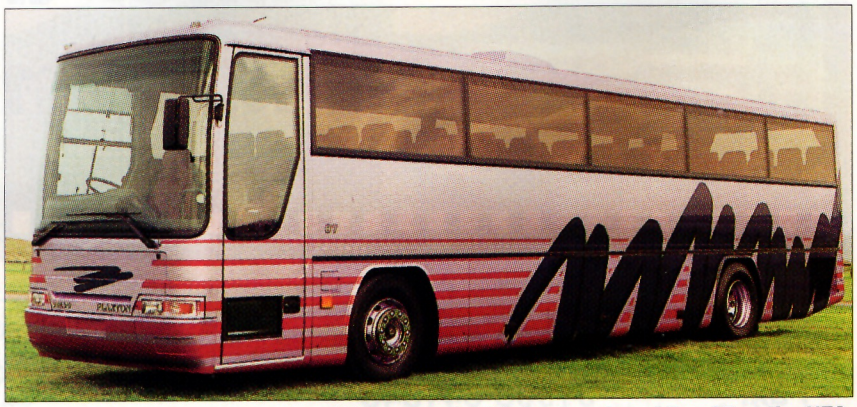
"Livery is becoming a lot more important," said a Plaxton spokesman.

"Competition for business is hot, and a lot more effort is being put into paintwork. It's one of the reasons we produced our own livery for the Coach and Bus 97 show.

"It's important to us that the Individual Livery Award is chosen by *CBW* readers, and that these awards are well-supported."

The Individual Livery Award is one of two livery awards, the Fleet Livery Award being judged by the *CBW* panel, and going to the company whose paintwork has become a trademark for the business.

CBW readers also judge the Coach of the Year, Midicoach of the Year, and Minicoach of the Year in a postal vote. Voting has now closed for this as well.



Livery delivery: Plaxton produced its own paint job for Coach and Bus 97 at the NEC

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1995 (November) IVECO EUROMIDI INDCAR ECO-3

35 seats (30 reclining and 5 fixed at rear), grey/orange moquette, complete with seat belts, tinted side windows, curtains, AIR CONDITIONING, continental door, coffee machine, wired TV/video, power entrance door, finished silver/yellow/orange. **M.O.T. OCTOBER 1998**

1992 SCANIA K93 CRB VAN HOOL ALIZEE-H 12M

51/55 recliners, beige/orange moquette, centre sunken demountable toilet, continental door, tinted side windows, curtains, courier seat, water boiler, Webasto pre-heater, wired TV/video finished all white. **M.O.T. MARCH 1998**

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white. **M.O.T. OCTOBER 1998**

1991 (August) DAF MB230 VAN HOOL ALIZEE-H 12M

44/46 recliners, continental door, double glazed tinted side windows, curtains, courier seat, TV monitor/wired video, seat belts, servery with double fridge, water boiler, sink, microwave oven, coffee machine power entrance door, Webasto, finished white/red/yellow. **M.O.T. AUGUST 1998**

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water bolier, wired TV/video, finished white/blue. **M.O.T. FEBRUARY 1998**

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder, finished all white. **M.O.T. APRIL 1998**

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, red/grey/black moquette, centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, driver's sleeping berth, drink's machine, wired TV/video, finished all white. **M.O.T. APRIL 1998**

1989 DAF SB2300 VAN HOOL ALIZEE-DH 12M

51 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, twin TV monitors/wired video, power entrance door, low driving position, finished blue/red/gold. **M.O.T. MARCH 1998**

1988 DAF SB3000 JONCKHEERE P599 12M

51 Vogel recliners, grey/red/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, wired TV/video, power entrance door, finished all white. **M.O.T. MAY 1998**

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey. **M.O.T. JANUARY 1998**

1988 LAG PANORAMIC INTEGRAL 12M

49 recliners, grey/yellow/beige moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, TELMA retarder, power entrance door, finished all white. **M.O.T. JANUARY 1998**

1987 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water bolier, fridge, TELMA retarder, power entrance door, finished grey/red. **M.O.T. JANUARY 1998**

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C.C.T.V. SPECIALISTS

The Spice-ish Girls with Eurotunnel's Bruce McKendrick open expanded duty-free shop

Spicing up duty-frees

AN EXPANDED duty-free shop and a double helping of exclusive packs are among the improved services to coach groups from Le Shuttle as it gears up for the Christmas rush.

The Channel Tunnel operator engaged the Spice-ish Girls - pop lookalikes - to open the new shop at the Folkestone terminal last week. Bruce McKendrick, retail director, said: "This is part of our ongoing commitment to our customers. We continue to offer the biggest choice and best value on the route - all underlined by our price guarantee."

Le Shuttle combined the opening with the launch of the Double Pack, a specially-designed case of duty-free goods for coach and car passengers which is available at the Calais and Folkestone terminals.

The new pack comprises 200 Benson & Hedges cigarettes and a litre of Famous Grouse whiskey and costs £22.30, a saving of more than £8 on High Street prices.

It follows the launch last month of the Triple Pack, a duty-free pack containing 200 cigarettes, a box of wine and a 70cl bottle of spirits. This retails at £23 and represents a saving of more than £25 on High Street prices.

● Barbara Russell has joined Le Shuttle's coach division as key account manager, after working for more than three years as European product manager for Greatdays, the Altrincham wholesaler.

Paul Cowgill, Le Shuttle's passenger sales manager, said: "We are delighted to announce the appointment. Barbara is a well-known and respected face in the industry and will be a great credit to our team."

Dover's role

AS the coach industry gears up for the peak Christmas period, figures released by Dover Harbour Board show the port is continuing its dominance of the coach market.

A total of 16,642 coaches went through the port in September, giving it just over 75% of the market.

Le Shuttle carried 5,198 coaches, which gave it 23.7% of the market share. Over in Ramsgate, Holyman Sally Ferries carried just 76 coaches, underlining its diminishing importance in the cross-Channel coach market.

Short-sea coach traffic

September 1997

	Coaches	Market Share	+/- August 1997
Dover	16,642	75.9%	+4.8%
Ramsgate	76	0.3%	-0.2%
Le Shuttle	5,198	23.8%	-4.6%

January to September 1997

	Coaches	Market Share	+/- January to Sept 1996
Dover	128,579	75.3%	+0.2%
Ramsgate	961	0.6%	0.0%
Le Shuttle	41,329	24.1%	-0.2%

Jobs guarantee as Midlands

York's in

By William Golden

BOWEN GROUP, the Midlands-based travel and tour company, has finalised the purchase of York Travel Group, the Northamptonshire coach holiday operator (*CBW*, 9 October).

Jobs at York's have been guaranteed and the company will continue to operate under the York name as a Bowen subsidiary. No sale price has been given but industry insiders have put a figure of £2 million on the transaction.

The only major change in personnel has seen Ian Webber, York's tour manager, leave the company this week to manage Excelsior (Midlands), the new tour company that has emerged from the acquisition of Excelsior by Flights.

York Travel coming into the fold gives the Bowen Group a coach tour fleet of just under 100 vehicles and 40 retail travel outlets, making it the largest retail outlet for travel and airline ticket operations across the whole of the Midland region.

Jim Ball, who becomes chairman and chief executive of the new group, said: "The combined reputation and strength of the newly-formed group will enhance our position here in the Midlands and form a very strong base on which to develop our business.

"We shall shortly be announcing a new 1998 coach tour programme, which will offer a greatly-increased choice of holidays and departure dates for loyal and potential customers."

The Bowen Group is a wholly-owned subsidiary company of the Loughborough-based Moseley Group. Alf Moseley, the chairman, said: "No job losses will result from the

Big Apple's at core of Diamond programme

NEW York and the Canadian Rockies are among long-haul destinations in the 1998 programme from Diamond & Glantawe, which has pegged the prices of many tours at 1997 levels.

The five-day New York tours depart on selected dates through the year and cost from £459 per person. This includes three nights room only accommodation, local transfers and return scheduled air fares. Five-day tours to New Orleans are on offer for the first time, with prices starting at £649.

There are two departures - in June and July - for a 13-day tour to the Canadian Rockies, with prices from £1,799. Free return travel to Heathrow from selected departure points is included.

The Czech Republic, Austria, Belgium, France and Germany are included in the European programme. Prices have been held for three and four-day tours of the Chateaux of France, and four-day tours to Amsterdam, both of which have lead-in prices of £109.

Nine-day tours taking the Little Trains of Austria start at £359, while a similar tour to the country's Inn Valley also costs from £359, the same price as 1997. Italian destinations include 10-day tours to Tuscany from £389; nine-day tours to Lake Como for £339; and a nine-day trip to Lake Garda and Verona from £329.

On the UK front, Diamond & Glantawe is running tours to the Blackpool Illuminations from £99 for three days, and four, five and seven-day tours to Skegness, Brighton or Bournemouth

COACH Tours & Excursions For all your tourism and travel ideas see *Coach Tours & Excursions*. If you

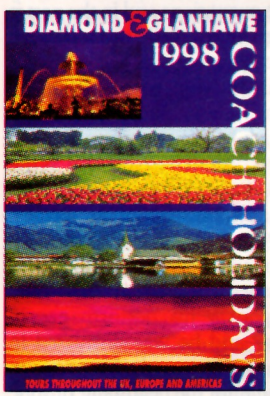
group signs deal that gives it 100-strong tour fleet

final drift to Bowen

Brand and deliver: Bowen's is to launch an expanded 1998 coach holiday programme under the York Travel name

purchase and York Travel will continue to operate as an independent subsidiary. The addition gives the group greater strength and enhances our position within the UK tour market."

York's has been in operation since 1924, when George York founded York (Bros) Northampton. He bought a Ford Model T bus and started the East Motor Coach service from Cogenhoe to Northampton. Two years later, he was joined by his elder brother, Fred, and the business gradually expanded over the years. Currently, it has a fleet of 28 vehicles and operates local bus services, day excursions and UK and Continental tours.



French gardens bloom as Woods tours grow

NORMANDY Gardens and Fairytale Castles in Bavaria are new destinations in the 1998 UK and European holiday programme from Woods Travel.

It starts with a six-day tour to Bournemouth, departing on 22 March, and running through to 1 November, when a similar tour is featured. Prices are £285 and £279 per person respectively.

Tours to Europe commence with a five-day excursion to Bruges, Gent and The Coast, departing on 6 April. The holiday is based in a three-star hotel in Ostend and costs £240 per person. A second tour leaves on 5 October.

The new tour to the Gardens of Normandy is a five-day trip that takes in Les Jardins d'Angelique, Monet's house and fees and a Calvados tasting. It costs £299 per person.

Woods Travel's Germany programme for 1998 features a tour of the castles of Bavaria for the first time, plus a nine-day of the Black Forest and Heidelberg. The eight-day Bavarian holiday departs on 27 June and costs £455. The itinerary includes Neuschwanstein, Hohenschwangau, Lindhof and Oberammergau. The Black Forest tour departs on 16 June and costs £485.

New destinations in the UK programme include Stately Norfolk, York and The Moors and Glorious South Devon. The York tour has departures in May, July and August, and costs from £286 to £290 for five days. The tour of three stately homes of Norfolk departs in April and September, and costs £320 and £325 respectively.

Next year also sees an expanded air tours programme with Corsica, the Rockies and Vancouver, and New England being among the new destinations. The Canadian holiday is a 14-day tour departing on 24 June and costs £1,685.

Woods will again run a free, door-to-door taxi service for clients in an area between Southampton and Eastbourne.

from £99. Five-day tours to the Isle of Wight start from £109, while the Scottish programme includes a seven-day tour of Royal Deeside and The Whisky Country, based in Aberdeen. The tariff is £259 per person.

In the Republic of Ireland, four-day breaks to Dublin start at £129, while a six-day Irish Jaunt starts at £229.

The 1998 programme also offers air or sea tours to Jersey and Isle of Man, with lead-in prices of £299 and £179 respectively.

EUROWATCH

WEATHER

City	Average temperature last week
Amsterdam	7C/45F
Athens	16C/61F
Berlin	5C/41F
Brussels	5C/41F
Dublin	13C/55F
Lisbon	19C/66F
Luxembourg	6C/43F
Madrid	15C/59F
Oslo	4F/39F
Paris	8C/46F
Rome	11C/52F
Stockholm	8C/46F
Vienna	3C/37F
Zurich	3/37F

DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling
Austria	0.49
Belgium	0.50
Eire	0.52
France	0.47
Germany	0.44
Greece	0.39
Italy	0.53
Luxembourg	0.40
Netherlands	0.50
Norway	0.70
Portugal	0.42
Spain	0.42
Sweden	0.58
Switzerland	0.56

HOLIDAY POUND

Country	Currency exchange rate
Austria	19.85 Sch/£
Belgium	58.20 BFr/£
Denmark	10.81 K/£
Eire	1.084 Punt/£
France	9.42 F/£
Germany	2.82 DM/£
Greece	447 D/£
Italy	2,781 Lire/£
Netherlands	3.17 Gld/£
Norway	11.42 NKr/£
Portugal	287 Es/£
Spain	237 Pta/£
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Eastern Counties hauled before commissioner

Large number of prohibition notices cause concern

CONCERN over the number of prohibition notices imposed on vehicles belonging to FirstBus plc subsidiary Eastern Counties Omnibus Co Ltd led to its appearance before Eastern traffic commissioner Brigadier Compton Boyd at a Cambridge disciplinary inquiry.

The commissioner reserved his decision over what action to take against the licence for 440 vehicles held by Eastern Counties, of 79 Thorpe Road, Norwich, Norfolk, and he is to announce it in writing at a future date.

DoT senior vehicle examiner Donald Beattie said a total of 76 prohibition notices had been imposed on the company's vehicles, 24 in 1997 alone. In April nine prohibitions were imposed after 25 vehicles based at Great Yarmouth were inspected by vehicle examiners as they came in from service.

In reply to Geoffrey Jones, for the company, Mr Beattie agreed the vehicles were former Great Yarmouth Transport 'Blue Bus' vehicles, an operation Eastern Counties had taken over in October 1996. He said the investigation had been carried out by a team of seven examiners following complaints from the public about the condition of the company's vehicles. He was unaware of any prosecutions arising out of the prohibitions.

Mr Beattie said four vehicles had been inspected at the Lowestoft depot in October. One vehicle was given an immediate prohibition for a diesel fuel leak, which was not regarded as a significant maintenance failure. The other three vehicles were in a sound mechanical condition. The other prohibition this year to a vehicle from Lowestoft was a delayed prohibition issued in February. Inspection periods had been extended from four to five weeks on occasions. The company had been convicted of using a Lowestoft vehicle in a dangerous condition at Saxmundham in August. The maintenance system was now considered adequate for the type of vehicle operated and the condition of the vehicles had improved since early 1997. He agreed the record at Lowestoft was pretty good.

DoT vehicle examiner Mark Elson said that, during a school bus check in June, 12 vehicles based at the Bury St Edmunds depot were examined, none of which was free from defects. Five immediate and two delayed prohibitions were issued plus 10 defect notices. Three of the prohibitions were endorsed as showing a significant maintenance failure.

Seven vehicles were inspected at Bury St Edmunds in September, said Mr Elson. There were only minor faults and no prohibitions were issued. During June and July inspection periods had been extended up to seven weeks but later the frequency was reduced to two weeks, bringing the average down to the stated frequency of four weeks. He agreed the systems in place in September were definitely better than previously.

DoT vehicle examiner John Dent said he examined 12 vehicles at the two Norwich depots and no prohibitions or defect notices were issued. There had only been one prohibition on a Norwich vehicle in 1997 and that had been for a deflated nearside inner tyre. There had only been two prohibitions imposed on Norwich-based vehicles in the past five years.

Mr Dent said the company's overall initial failure rate at annual test was 24%, marginally better than the national average of 28%, but Mr Jones said the company thought the true figure was nearer 18% over the last two years.

DoT vehicle examiner Mervyn Lockwood said he had examined five vehicles at the Ipswich depot in October, issuing one immediate prohibition, one delayed prohibition and three defect notices. Twenty five prohibitions had been imposed on Ipswich vehicles in the last five years, three coming in 1997. The maintenance system was better than the previous system in use.

DoT vehicle examiner John Bruce said he had visited the two Kings Lynn operating centres in October, examining nine vehicles and issuing one delayed prohibition and seven defect notices. There had been four prohibitions imposed on Kings Lynn vehicles in the last five years, one of which was due to an accident. That was not too bad a record for the size of the Kings Lynn fleet.

Mr Beattie said he concluded the maintenance arrangements had largely been unsatisfactory, with the condition of the vehicles varying across the depots. The driver defect reporting system had been largely ineffective.

In reply to Mr Jones, Mr Beattie agreed there was an exceptionally good record at Norwich, where 156 vehicles were based, and a pretty good one at Kings Lynn where 56 vehicles were based. He also agreed there had been no problem at Great Yarmouth until the acquisition of Great Yarmouth Transport.

Mr Jones said the company's vehicles had been subjected to 71 checks since 1 July when the new driver defect reporting system became fully operational and, of the five prohibitions issued, two were endorsed as not being maintenance related.

The operational side had been acquired by Grampian Transport in June 1994, who then merged with Badgerline to form FirstBus, said Mr Jones. The people in the company had changed relatively recently, with Peter Hendy being appointed London and south east divisional director in March and Alan Barratt managing director of Eastern Counties in May.

It was only the situation at Bury St Edmunds and Ipswich, and Great Yarmouth in the very recent past, which "caused eyebrows to be raised", said Mr Jones. A high proportion of the 44 vehicles at Bury were Bristol VR double deckers used predominantly on school services and some of the problems had been caused by over-exuberant youngsters who were the main passengers on those vehicles.

Thirteen of the Bury vehicles were based at outstations and in the past it had been more difficult to control their maintenance standards, particularly in relation to driver defect reporting. The engineering manager at Ipswich had been responsible for Bury and he had been off sick at the end of 1996 and in early 1997. Following a fleet inspection in November 1996, when one immediate prohibition and seven defect notices were issued, he was given a final warning over his performance in February and he was dismissed in March. Unfortunately, his post was not filled until the beginning of July.

The dreadful result at Bury in June was very disappointing in view of the steps taken at the end of 1996, said Mr Jones, and before the company could investigate the matter the chargehand at Bury resigned and left immediately. Six Bristol VRs and four of the older minibuses had been replaced and the company had given notice to terminate some of the school contracts requiring double deckers. A divisional director Suffolk had been appointed to target operational standards at Bury, Ipswich and Lowestoft and the result of the October fleet inspection showed a huge change round at Bury since June.

Some 73 vehicles were based at Ipswich, some 16.6% of the fleet, and they had been responsible for

DoT senior vehicle examiner Donald Beattie said a total of 76 prohibition notices had been imposed on the company's vehicles, 24 in 1997 alone

Decision reserved on what action to take against licence for 440 vehicles held by Eastern Counties

35% of the prohibitions, said Mr Jones. Three prohibitions out of the 24 imposed this year showed a much improved performance at Ipswich. Some of the problems at Ipswich were not disconnected with some of those at Bury. The situation had been compounded by the fact that, until this year, there had been no chargehand at Ipswich. Eleven double deckers had been replaced by brand new vehicles and the shift pattern had been revised to increase cover at either end of the day.

The fleet at Great Yarmouth now consisted of 64 vehicles, said Mr Jones. Until October 1996 it had been 27 vehicles and there had only been one delayed prohibition at that stage. Blue Bus was then purchased and at the time had a 51-vehicle fleet.

The group engineering director had said he thought the condition of the Blue Bus fleet was adequate, but that was clearly not so, said Mr Jones.

What Eastern Counties acquired was a fair amount of trouble. It was a case of two cultures meeting and clashing rather than jelling. As a consequence of the April investigation, the engineering manager was suspended and his place taken by the engineering manager from Kings Lynn.

There was an in-depth review of the whole operation at Great Yarmouth and the shift pattern was revised. Three new vehicles and two almost new vehicles were put into the fleet and a decision taken to replace the troublesome MetroRiders as soon as possible.

Forty four of the 76 prohibitions, some 61%, related to Bristol VRs, which still formed a significant 25% of the fleet, said Mr Jones. They were a problem partly due to their age, their use and inherent design defects and they would receive an additional check midway between the four-week inspection intervals. Inspection staff were being sent on Vehicle Inspectorate courses and a review of the driver defect reporting system was commenced in September 1996 and the new system had the full support of the union. The problem had been a failure in the early identification of a shortfall in standards. It had not been a problem over the expenditure of money. What the company had not been getting was value for money, said Mr Jones.

There was a £4.126 million investment programme in 1996/1997 and a £4.4 million programme for 1997/98. There had been a very significant investment in new vehicles and a large number of second-hand but more modern vehicles had been introduced from other companies in the group. The policy was to replace all the Bristol VRs in the next five years.

Engineering director John Taylor admitted to being very disappointed by the company's performance following an in-chambers meeting with the Traffic Area Clerk in March 1996.

The commissioner pointed out there had been a warning letter 12 months prior to that. 'How long do I have to wait for Eastern Counties to get its act together?' he asked

The commissioner pointed out there had been a warning letter 12 months prior to that. "How long do I have to wait for Eastern Counties to get its act together?" he asked.

William Hiron, Eastern Counties managing director until January 1996 and now eastern area managing director for FirstBus, said it took a long time to change culture but he thought the fact safety was the number one priority in the company had now got through to all levels.

Black Horse suspension is lifted

LICENCE

COVENTRY coach operator Rose Worley, who trades as Black Horse Coaches, has had the suspension of her O-licence lifted by West Midland traffic commissioner John Mervyn Pugh. The licence was suspended in September until such time as Mrs Worley produced further financial information to satisfy the commissioner that she had sufficient financial resources (*CBW*, 4 September 4).

The commissioner had already cut the authorisation on the licence held by Mrs Worley, of 198 Blackhorse Road, Longford, Coventry, Warwickshire, from four vehicles to two when he earlier adjourned consideration of what action to take to give Mrs Worley an opportunity of producing financial information (*CBW*, 5 July).

Lifting the suspension and increasing the authorisation on the licence to three vehicles after Mrs Worley's accountant produced up-to-date accounts, Mr Pugh directed that her accounts be submitted to the Traffic Area Office by the end of March each year.

The commissioner said the accounts produced showed a net loss so far this year. The accountant, John Parry, agreed that Mrs Worley had traded at a loss for the last two years but pointed out she had bought new vehicles in that time so to an extent it was a 'paper loss' due to the heavy depreciation. He said the situation was improving with the loss getting less each year.

Mrs Worley said she had arranged an overdraft facility with her bank and she produced a letter from her previous bankers stating she did not owe them anything.

In reply to the commissioner, Mrs Worley said that, during the suspension period, her contracts had been undertaken by Terry's Coaches. Admitting that she had driven one of the vehicles herself, Mrs Worley said: "You said I could not operate, not that I could not drive."

Mr Pugh said Mrs Worley must make sure she got her maintenance right.

marksman

YOUR QUESTIONS ANSWERED

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 23 October 1997

How long will conviction affect PSV licence?

Q I have a friend who is a fully-qualified PCV driver who is currently serving a prison sentence for indecent assault on teenagers. When he is released how will his convictions affect his ability to drive PSVs for a living? *(Name & Address withheld)*

A Amazingly, unless I have overlooked something, there does not appear to be any legal obligation for a driving licence holder to inform the DVLA or the traffic commissioner of a conviction which might affect the good repute needed to hold a PCV driving licence. A driving licence application form does, of course, inquire about convictions but, until advancing years makes licence renewal a five-yearly affair, existing licence holders are unlikely to see an application form.

That should not be taken as a suggestion that it would be a good idea, or even a possibility, to keep below the parapet and say nothing, for the traffic commissioner (who acts for the secretary of state in determining good repute of drivers) has two other sources of information about driver convictions. One is simply the better intelligence processes being established between the courts and the Traffic Area Offices. The conviction may already be logged.

The other stems from the duty of PSV O-licence holders to notify the traffic commissioner of any relevant or serious conviction of themselves, their officers, employees and agents within 28 days of becoming aware of the event. As well as road traffic and hours offences, a relevant conviction includes any offence for which a sentence of imprisonment for a term exceeding three months, or a fine exceeding level 4 (£2,500), or a community service order for more than 60 hours; has been imposed.

Operators who fail to do this put their O-licence at risk and face conviction themselves with up to a £1,000 fine. They are, however, only obligated to report convictions of current employees - not punishments imposed on someone no longer employed, or the past convictions of someone being taken on.

While I can not pre-judge a commissioner's decision - which would be based on the particular facts - the advice I got from a senior Traffic Area official was very much aligned with my own thoughts - that honesty will be the best policy. If the facts are known to the relevant traffic commissioner, but your friend says nothing, it may not auger well for him. But a contrite admission might just tip the balance in his favour.

Should your seating answer have included exceptions?

Q Should your answer to the question (*CBW*, 9 October) about notifying revised seating configurations have not said this is unnecessary if the vehicle is certified for variable numbers of seats and/or wheelchairs? *DB, Lincs*

A Within the confines of one page, I can only answer the questions actually asked. The fact it was asked suggested to me that the vehicles concerned were certified for a set number of seats. In principle you are, of course, quite correct. If Unwin rails were fitted as original equipment I would expect the vehicle(s) to be certified in a way that allowed for a flexible seating arrangements without the need to submit a VTP5. There are, however, a great many vehicles into which tables, toilets and wheelchair clamps are installed and removed on an ad hoc basis and without the certification making provision for this.

As always in giving advice, I prefer to err on the side of caution. With good reason: operators who fail to report damage or alterations to a PSV can be fined up to level 3 (£1,000) on conviction.

What are tacho rules when in I go to Southern Ireland?

Q Can I take a 16 seater minibus operating on a restricted licence, and without a tachograph, to Southern Ireland? If a tachograph is required, what discs for the past 21 days would you carry, as it is not legally necessary to use a tachograph on this size of vehicle in this country? Also, once you have started to use the tachograph, do you have to continue to use it for 21 days, even after the vehicle has come back? *ST, Cambs*

A For international journeys a tachograph is required on any vehicle with nine or more passenger seats. The exclusion from tachograph and EU driving hours rules for vehicles with up to 16 passenger seats is a national derogation, ie, our Government has exercised a permitted option in the EU legislation to raise the threshold for national operations. Unless there is an agreement with a neighbouring country that any derogation will apply across boundaries (and I am unaware of any such agreements), tachos and EU hours rules apply to 9+ seater vehicles on international journeys.

What on earth is all this 21-day business you have in your mind? In so far that there was ever any 21-day cycle, this was dropped more than 10 years ago. You simply have to use discs on the days when the nature of the driving done makes them a legal necessity; in this case, from when you begin the international journey until it ends. Note, however, that it begins and ends from whereever it starts and finishes in this country - not just from the ferry.

All that the current EU rules require is that the driver can produce the tachograph discs for the current week and for the last day on which he drove on 'in scope' work in the immediately preceding week. If he did not do any 'in-scope' driving in the previous week he should carry a letter from his employer certifying that fact.

Do not forget, however, that, when a driver is working under EU rules, he must comply with all aspects of them - in particular, daily and weekly rest - even though there may be no pre or post-tachograph records. If, as it appears, the nature of your work is such that you never normally have to understand the EU rules, you need to do a crash course of reading and understanding them. (Try DoT Publication PSV 375, or the *Coach and Bus Week Guide*).

Is there a law on mirror shape in the PSV industry?

Q Is it legal to use a flat glass mirror on a PSV rather than a concave one? The latter surely better shows what is coming up from behind? I do not work in the industry, having been involved in academic study for 11 years but I thought safety was the determining factor. *FH, Bristol*

A For a start, I think you mean convex. Whatever the safety and visibility merits of convex versus flat glass may be, I think it unarguable that a concave mirror would be decidedly dangerous.

Although the convex mirror has its supporters, there is a shift back to flat glass which has the decided advantage of being 'what you see is what you get'. While, in theory at least, one had a wider sweep of vision with a convex glass, the distortion and shrinkage was, in the opinion of many, not at all conducive to safety. As you may have noticed, mirrors have got a lot larger over the years, so that today's (undistorted) flat glass shows as much or more than was squashed on to the smaller convex of yesteryear. So yes, safety is indeed the determining factor.

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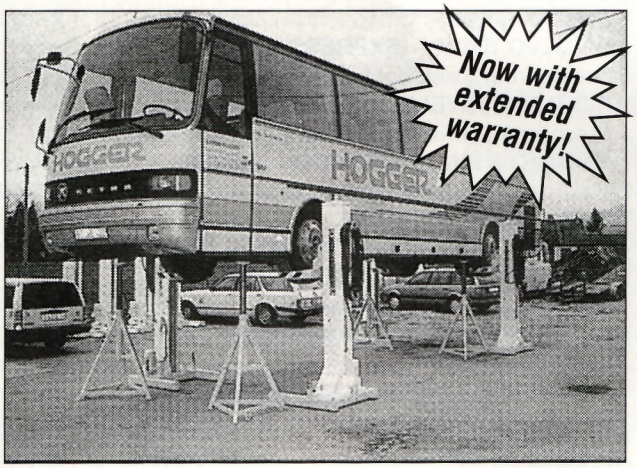

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DIARY

COACH AND BUS WEEK ENDING...

10 YEARS AGO

- **THE CONTROVERSY surrounding bids from Allied Bus and Endless Holdings for six NBC subsidiaries grows with the news NBC has decided to re-open the bidding.**

- **JANE BOSTOCK of Congelton-based EJ Bostock & Sons, and Andrew McLaughlan, of Preston-based Mercers, set up a new BCC '18-30' club North-West Region to encourage younger members in the industry to take part in a range of activities.**

- **CAPITAL COACHES begins operating a major contract won by tender from the British Airports Authority. A fleet of 23 new Van Hool Alizee Scania N112DR single-deck buses are delivered to run the £7 million contract. (*Coachmart*, 6 November 1987)**

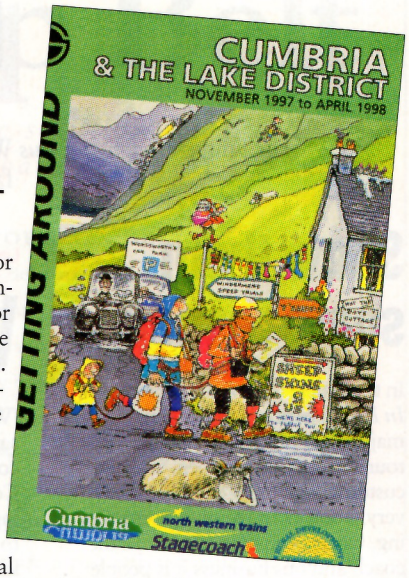
15 YEARS AGO

- **FOUR coach operators who were convicted at York Crown Court earlier in the year of receiving parts stolen from Plaxton escape with a warning from the north western traffic commissioner.**

- **NEILSON Leisure Group, owner of Neilson Coaches, orders five new Jonckheere Jubilee P90/Volvo B10M coaches worth £500,000 from Roeselare of Northampton.**

- **TACHOGRAPH Bureaux Ltd is set up at Kineton, Warwickshire, for the sole purpose of tacho chart analysis. (*Coachmart*, 5 November 1982).**

Vectis publication aid for integration



"AN EXCITING new development in the quest for transport integration" has arisen according to Isle of Wight operator Southern Vectis. The publisher of the *Great Britain Bus Timetable* and the provider of the only national train, bus and coach inquiry line, is not content to rest on its laurels. It has now published the fifth in a series of all-mode timetable books, *Getting Around Cumbria*.

The *Getting Around* series brings together bus, coach, train, ferry and air services for the appropriate area of the country. The Cumbria book is financed by a partnership involving Cumbria County Council, local bus operator Stagecoach Cumberland, North Western Trains, and the Rural Development Commission.

The book contains all public transport in and to the county (with the exception of routes operated for schools and colleges). It contains summaries of town services in all the major centres of population with useful line diagrams of the main service pattern. It also contains details of the boat services operating on some of the large lakes.

As an added bonus this 'Winter Edition' gives outline details of the significant number of tourist-related services operated during 1997 - allowing visitors to make provisional plans for 1998. Every table of times in the book includes a phone number for further reference.

"As public opinion recognises the dangers of over dependence on the car, this series of books will reveal one of Great Britain's best-kept secrets, namely the vast public transport network available," says Southern Vectis. Keep up the good work, we say.

Because the 96-page book is funded by the partnership it will be available to personal callers within Cumbria for 50p. Copies will also be available for £1.50 including post and packing from Southern Vectis, Nelson Road, Newport, Isle of Wight, PO30 1RD, tel 01983 522456.

This bus is deceased

IN THE DARK AGES, before the bus industry discovered customer care, destination blinds included the ubiquitous "PRIVATE" display.

Then suddenly everyone discovered the more friendly "Sorry, Not in Service," or the even more personal "Sorry, I'm Not In Service."

But, for award-winning Epsom Coaches, renowned for its standards of customer care, even that is not enough. Spotted at the recent Showbus rally was this mouthful (left): "We are awfully sorry, but this bus is temporarily out of service" - perhaps inspired by a certain Monty Python sketch?

Do any operators have an even more contrite version on their buses? - Ed.

BYGONE DAYS

Decker that rang the changes

AFTER last week's mystery vehicle quiz here's something that won't tax your brain at all - as we're not asking any questions. Our photograph, taken at Showbus, shows Aberdeen Corporation's Alexander-bodied Daimler CRG6 325C no. 325 which was withdrawn from service in 1980 along with similar vehicles numbered 326-332.

It was operated mainly on Scotteburn no 24 route to Airyhall via Woodside, George Street, Union Street, Great Western Road, Mannofield and Braeside.

The 325 was the first vehicle to arrive with a green, cream livery, previous buses having a grey roof. It also had a new interior livery of red and grey replacing the standard green. The 325 was also the last open-platform type bus. Route 24 was also the last corporation crew-operated route — unless you know different.

Next year Aberdeen celebrates 100 years of public transport. Special events are planned with an open day at FirstBus' Grampian Transport's King Street depot.

Old timer: Aberdeen Corporation's Alexander-bodied Daimler no. 325

LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Show them some respect

In the article (*CBW*, 18 September) *In Pole Position*, I read: "The majority of punters are Polish tourists and businessmen." Calling customers 'punters' is surely the very worst example of 'anti-marketing, worse even than 'PAX'. In the coach and bus business it is people we sell to, not gamblers, and unless they are respected the reputation of the industry will suffer.

JOHN HIBBS
Birmingham

Tile Hill is no 'cottage'

Marksman's heading (*CBW*, 2 October) refers to coaching as a "cottage industry". On page 79 you report that Tile Hill Cottage helped London United with workplace assessments. This shows how responsive we are to the industry.

We have been pleased to help Martin Lewis and his team with training courses and assessment in London over the past three years. The number of NVQ Level 3 awards has now grown to 32. This month, 60 apprentices from the industry, the highest number for several years, start with us in Coventry. Some cottage.

GEOFF PULLIN
Tile Hill College
Coventry
West Midlands

It's those gremlins again - Ed

Cycles must be viable issue

Your correspondent Rosemary Sharples (*CBW*, 2 October) appears to be a member of the "cycle lobby". This is an odd bunch who seem to see themselves as eco-warriors to whom we should all be grateful for attempting to save the planet.

My view of them is somewhat different. I view them as owner-operators whose vehicles are subject to no driving standards checks. Every day of the week large numbers of them can be seen operating in flagrant violation of the law and the Highway Code; driving on pavements, the wrong way on one-way streets etc.

For most of the time their vehicles are operated in direct competition to public transport services and yet, when the going gets too tough, they expect to be able to load their vehicles on to buses and trains while paying little or no cost to themselves.

OK, so I exaggerate. I leave your readers to judge for themselves how much.

When it comes to deciding whether to carry cycles on coaches and buses this should be done based on purely commercial grounds. If it increases profits (or reduces call on subsidy) then, by all means, provide the facility but, when making the calculations, be sure to factor in any negative effects. Whether justified or not existing customers' displeasure as expressed by A E Foden (*CBW*, 4 September) is extremely important and it is as well to remember one of the golden rules of marketing: "It costs 10 times as much to win a new customer than to retain an existing one but it costs 100 times as much to regain a lost one"

DICK WHITE
9 Hartfield Road
Leicester

CBW readers' help required

Part of our task in introducing the concept of taking bikes with passengers on buses is to handle the administrative side. I regularly refer National Express or Citylink drivers to their manual over carriage of my folding bike (in its required packing wrapper) and have the mantra of an appropriate clause and page number for the book in their bag.

In discussion with the others working on intermodal links between bikes and public transport for the National Cycling Strategy (NCS) we concluded that a model for a cycle carriage clause would be useful and that a survey of existing conditions regarding what can and cannot 'officially' be carried over the range of bus operators would be very helpful.

Many, by default, continue with old NBC and SBG, or even earlier rules (including classics like bringing charged accumulators on board - from the days of early radios in areas with no electricity supplied).

A few companies do offer a clear and full listing in readily available leaflets but often the only place for an inquirer is a grubby notice in the staff signing-on room, or a private viewing of the fares manual, when challenging a driver.

Could I perhaps request readers to contribute details of their conditions of carriage for the NCS group to indicate how flexible (or inflexible) the bus service is in being able to offer the same convenience as the private car to carrying things with the traveller - notably some reported instances of refusing even shopping bags as passengers' effects for taking up too much space. Hardly a way to entice the custom from another competing mode of transport, the car.

Address either to me at PO Box 15174 G4 9LW, or c/o National Cycling Strategy (Intermodality WG) DITM Zone 3, DETR, 76 Marsham Street, London. Ideally in time to collate for our December meeting.

DAVE HOLLADAY
Glasgow

Letter of the Week

We're in danger of industrial suicide

'We are cutting our own throats' should be the message to every sensible operator. Having been in the coach industry only three years operating Premier Coaches in the North East I have amazed myself looking over recent years how much respect I have given to companies operating in my area who I thought knew what they were doing. But obviously not. Their pricing policy and consistency is abysmal; quotes from operators who must be just thinking of a number and doubling it.

Up until now our pricing policy is worked out accurately with the help of Autoroute Express, which is compatible with most computers, and I would urge EVERY company to work out the ACTUAL cost of diesel used before quoting for jobs, as well as drivers' wages and overheads. This will, I guarantee, show how little profit thay have really been making, thus encouraging them to do the hire at a sensible profit and not just for the sake of emptying their yards of vehicles.

When our vehicles are on the road they are making a profit. We hope it continues and hopefully, for others, that might start them screwing their heads on instead of screwing themselves.

STEVE ELLIOTT
Premier Coaches
Blythe
Northumberland

Get your track rod ends here

With reference to Mike Royd's letter (*CBW*, 16 October) regarding Bedford YNV track rod ends, they are readily available from S&M Springs of Spalding, Lincs, tel 01775 712125.

ANDREW FOWLER
W H Fowler & Sons (Coaches) Ltd
Spalding
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Letter of the Week wins a Corgi Classics model bus

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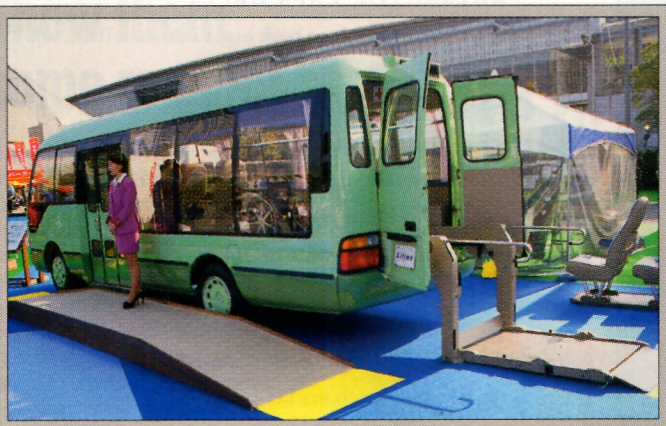
Oriental magic

The 32nd Tokyo Motor Show held at the Nippon Convention Centre had more of a relevance to Europe than ever before. Danny Coughlan reports



Araco Industries Lifree 'Life Free' bus seats five able bodied plus five wheelchair passengers

Isuzu Gala 12-metre touring coach meets ECE Regulation 66 for rollover stability

Hino hybrid is 'non-step' kneeling city bus designed to be 'eco-friendly'

Accessibility is no less an issue in Japan, as this Hino lowfloor ramp-equipped city bus demonstrates

ASIA'S largest show was alive with talk of globalisation following as, it did, shortly after the introduction of Euro-2 equivalent emissions regulations. Among those exhibiting, Isuzu's president confirmed the company is building up to an assault on Europe's commercial vehicle business. Mitsubishi says its talks with Volvo are maturing, but only slowly. And it says complete vehicles might yet be included in a European agreement.

Launching its new part-European engine, Nissan Diesel confirmed its relationship with Iveco is over, but promises it will work with other Europeans on technology and components in the future. The company, which is part owned by the car maker Nissan, introduced Wabco-Mercedes brake-by-wire technology to Japan, too. All this and a host of new models in the world's second largest commercial vehicle market.

Bad traffic congestion and worse pollution are forcing the Japanese to re-examine the use of the bus as a means of mass transit. The Japanese are very good at making trains run efficiently, and everyone expects a larger bus and coach community could do well. The domestic bus market is highly regulated, reducing minibus opportunities and making larger vehicles more popular.

Helpfully, tougher economic conditions are prompting the public to look for cheaper ways to travel. Much of the focus at Tokyo Show was on city buses. Examples from Nissan Diesel, Hino, Mitsubishi Fuso and Isuzu combined kneeling and ramp-access technology to produce 'non-step' designs aimed at improving access for all. Rear engine designs are common. And diesel power is set to remain the primary power source. However, diesel-electric and fuel cell-electric hybrids are quickly being developed. The reason: several local municipalities are introducing their own environmental protection measures.

NISSAN DIESEL

Nissan Diesel's Hybrid 'non-step' city bus combines

Hino Selega touring coach - its full name is the Selega RU Milky Way Dream. The body has a pine wood interior resembling a mountain cabin

a 63-passenger carrying capacity with diesel-electric drive. Grossing 15.4 tonnes, the bus uses two in-wheel electric motors driven by a nickel-ion battery pack. A turbocharged and intercooled 4.6-litre diesel engine provides additional power when the batteries run low.

The wheel motors also generate electricity under braking, saving brake linings and diesel fuel. The floor height can be lowered from 340mm to 210mm, and there's is a wheelchair access ramp on the second of three doors on the left side. Inside the wall-mounted passenger seats fold up to allow wheelchairs to be secured to them.

MITSUBISHI FUSO

MCAT stands for Mitsubishi City Advanced Transporter. The concept vehicle was built to explore the idea that more passengers could be encouraged to use buses if they could also take their bicycles for use at the other end. Thus this 6.5-metre long bus uses a modified truck body with a drop-down rear ramp. Inside, bikes can be secured against the side walls. The seat backs face the walls and can fold up to give extra space.

A CNG (compressed natural gas) car engine generates electricity which powers electric motors at all four wheels. The motors generate power under braking, too, further saving fuel. There are no plans for production, but lessons learned from MCAT will find their way into production models, Mitsubishi says. The company is also working with brake energy recovery, a system whereby energy generated in stopping a vehicle is stored and then released to get it moving again. Mitsubishi has also perfected automatic stop/start for the diesel engine when the vehicle stops at traffic lights. This piece of technology is being applied to the latest Aero Star No-Step bus.

HINO

Hino's Blue Ribbon city bus range has gained a low-floor model. Production starts early in 1998. Inside the kneeling design 21-inch plasma TV screens at the front and rear give passengers a range of information about their journey. On the outside a multi-language LED display announces details of the service.

In an attempt to make the bus more suited to real-world conditions Hino has included a raise facility within the air suspension system. When manoeuvring near kerbs or over speed bumps the entire vehicle can be raised 50mm (two inches) at the push of a button. Meanwhile, the oddly-named Selega RU Milky Way Dream is Hino's latest idea for its 11.5-metre, 15.5-tonne gross weight touring coach. The body, Hino's own, has a pine wood interior arranged to resemble a mountain cabin.

"The interior thus conveys to the passenger a sense of environmental well-being," Hino says. If that was not enough the roof includes a planetarium dome. At night your passengers can recline and gaze at the stars in the darkened interior. A very conventional 310PS diesel engine keeps the thing moving.

ISUZU

Isuzu's LV city bus shares several features with Nissan Diesel's design, among them a kneeling floor and foldaway seats allowing room for wheelchairs and pushchairs. The rear-engined, 230PS diesel-driven vehicle seats 70 within its 11-metre length.

Next to this Isuzu showed its latest touring coach, the Gala GHD. The 12-metre, high-floor, 420PS design was configured to seat 28 on a 6.28-metre wheelbase.

The coach meets ECE Regulation 66 for rollover stability, a first for a Japanese design. The coach is equipped with ABS, ASR and Isuzu's GPS-based satellite navigation system. The inside includes a 27-inch (530mm) plasma screen television.

ISUZU COMING

Isuzu president, Kazuhira Seki, has confirmed plans to bring a full range of buses and trucks to Europe over the next 10 years. The world's largest commercial vehicle manufacturer needs to become a major player in Europe and elsewhere following its withdrawal from passenger cars. "Europe will become very important to Isuzu," he said.

According to Yoshifumi Komura, general manager of European operations, Isuzu has a real need to succeed in Europe. "The company that can be successful there can be successful in the whole world, he said." Komura is now overseeing the building of a new diesel engine plant in Poland in support of the expansion.

Marlin, Isuzu's new town coach, is based on NPR. The 23 + 2 seater has a Leicester Carriage Builders body. NQR production starts alongside NPR at Leyland Trucks Manufacturing in Preston in March. Mr Seki describes a slow introduction of Isuzu models allowing for modification following early sales. Referring to larger vehicles and the strong competition he said: "The market is very competitive, very complex. We may need to make modifications. We want our vehicles to look their best."

Greener grass?

Bus operators have always moaned that bus laning on a grand scale is needed to encourage people on to public transport. In Edinburgh, that's what they've got. Ian Martin reports on the results so far of the Greenways scheme

QUALIFIED enthusiasm has greeted the first three months of the Greenways experiment in Edinburgh, with increased service reliability hailed by leading local operators as the most obvious benefit of this high-profile bus priority scheme.

Two routes were launched in early August by Malcolm Chisholm MP and Keith Geddes leader of the City of Edinburgh Council - one to the west of the city and another to the north east. Most other forms of transport, with the exception of taxis, cycles and emergency vehicles, are not allowed to use the highly-visible green-painted lanes during hours of operation. A further three routes are scheduled for introduction some time next year, involving the A71 to the south west of Edinburgh, the Lanark road, and a short stretch into the city centre from the inner city fringe at Tollcross.

"The early indications are that we have improved on the Greenways routes in terms of sticking to schedule," confirms Peter Burden, operations director of the city's main bus company LRT. "Our experience has definitely been positive - so roll on the next set of routes, because we need more of them to make a big impact."

Response from the local FirstBus presence is equally favourable. "We are extremely enthusiastic and very pleased," comments Bill Campbell, operations director with Lowland/SMT/Bluebird. "There is no doubt that bus traffic is flowing more freely."

City of Edinburgh Council maintains that, on the western approach route, Greenways has helped to slash 10 to 15 minutes off average peak-hour journey times into the city centre of 40 minutes - meeting its pre-scheme target of cutting times by at least 10%. However, the leading bus companies prefer to talk in terms of enhanced reliability, with LRT's Mr Burden insisting: "We never suggested any immediate reduction in journey times. Other have, we haven't."

According to both LRT and FirstBus, it is almost impossible to state at this stage whether added reliability has translated into higher passenger numbers. A series of factors have rendered atypical the first three months of the scheme in terms of bus patronage: August saw the city host its world-famous Edinburgh Festival, with the following month bringing a return to school for Scotland's schoolkids after the Summer break. Meanwhile, October this year has been anything but average because the city is staging the Commonwealth Heads of Government Meeting.

"We haven't had a stable period as yet, but we will shortly be having a look to see how the scheme is settling down in terms of passenger figures," confirms Mr Burden. City of Edinburgh Council has commissioned its own study from the local Napier University which will compare newly-obtained statistics with those from Autumn last year.

Mr Campbell at FirstBus confines himself to the suggestion: "If Greenways increases our ability to run a bus according to its itinerary, in due course that must improve customer confidence in public transport."

Certain instances of car drivers "darting up the last 200 yards of a Greenways lane to turn left at a junction" are highlighted by Mr Burden as evidence of the need for a heavy enforcement policy. For their part, the police point to a considerable reduction in problems since the first day of the scheme when 24 cars were towed away, and add that a dedicated team of 40 traffic wardens has recently been introduced as a further deterrent to would-be rule-breakers. Indeed, this high policing presence appears to have produced an over-reaction among car drivers, with a high proportion refusing to stray into the green lanes even outside of operating hours.

The Leith Walk: politicians like Malcolm Chisholm MP are taking the green route

The prospect of an uncluttered lane has induced some bus drivers to "travel at speeds well above the 30 mph limit, although not at speeds which would lead to prosecution," explains Sandy Williamson, chief inspector of traffic support at Lothian and Borders Police. The major operators have taken internal action against those concerned and issued instructions to all drivers on abiding by the Greenways rules. As a result, the incidence of speeding by drivers with these main companies has dropped considerably, confirms Chief Inspector Williamson.

There have also been minor shunts caused by buses moving out to avoid something in the Greenways lane or by a car cutting across the green lane to turn left. Max Thomson, service support manager at City of Edinburgh Council, observes: "We are looking at this although, at the moment, there is nothing so wrong with the scheme to make us rush in and make panic changes."

The council has committed substantial resources towards the success of the scheme, and bus operators have responded in kind. LRT's Mr Burden underlines: "We have concentrated all our newest vehicles on the existing Greenways routes and will also do so on the new ones to come." Meanwhile, low-emission, lowfloor, high-spec buses are part of the planned FirstBus contribution to the Greenways success.

Dear CBW

I have a problem I am the owner of a small coach business and with money as tight as it is I find myself having to do most jobs, from making the tea, to doing the paperwork, to buying parts for the vehicles. The problem is when it comes to buying new stock or parts, I can't spare the time - auctions take me out of the office for a day and I just haven't got the time to be looking through telephone directories. I need an easy and fast way of finding the stock I need without leaving the office.

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Alizee choice for Irving's

SCANIA

IRVING'S Coach Hire of Carlisle, Cumbria followed up the purchase of a 57-seat Van Hool earlier this year with this Scania K113CRB Alizee.

The 57 seater, complete with double glazing, radio/pa/cassette, and seatbelts, is Irving's fourth new vehicle from Scania Bus and Coach UK and is used on the operator's extensive day excursion and short-break packages, sold within a 40-mile radius of its Carlisle base. From here, Irving's strikes out for Scotland and the south, with Blackpool a big favourite during the illuminations.

"I think part of the attraction is our car park," said proprietor Robert Irving. "Today we had around 80 cars parked up."

Mr Irving chose Van Hool because of his good experience with residual values. In the main, the fleet is Volvo based but having a Scania to part exchange took Mr Irving to the Worksop dealership.

The upshot is that Mr Irving is now looking very closely at buying another Scania to add to his 10-vehicle fleet.

Getting a buzz from lowfloors

EAST LANCS

YORKSHIRE Traction subsidiary Lincolnshire RoadCar has introduced the first lowfloor buses in Lincolnshire. The four new vehicles - 39-seat East Lancs-bodied Dennis Dart SLFs, also introduce a bright new image to the fleet.

Branded Skegness Super Buzz, they feature a yellow, blue and red livery with a large bee logo towards the rear, low floor, kneeling facility and DPTAC spec, together with space for pushchairs and shopping trolleys.

There are four vehicles operating commercially on three services. Service SB1 links Skegness and Chapel St Leonards via Butlins Funcoast World and Fantasy Island theme resort on a half-hourly frequency while services SB2 and SB3 service Skegness town. Driving staff on the routes were specially selected for their customer care skills and have attended the company's RoadCar training programme. Super Buzz drivers have been kitted out in bright blue blazers together with maroon ties which also feature the bee logo.

Super Buzz promises free travel should the company let passengers down.

RoadCar district manager east, Matt Davies, said: "We are hoping the combination of higher service standards, better marketing, new accessible vehicles and a simplified timetable will stimulate passenger growth for RoadCar as similar schemes have been doing throughout the industry for many operators.

Beavers still

PLAXTON

FIRSTBUS subsidiary PMT of Staffs is adding 27 Plaxton Beaver 2s to its fleet. Based on Mercedes-Benz Vario chassis, they follow delivery of 25 Beavers last year.

The company runs 525 vehicles, of which just over 200 are small buses. The new Beavers, Britain's best-selling small bus, are replacing older-generation minibuses on routes in and around Newcastle-under-Lyme and Stoke-on-Trent.

The Beavers have FirstBus' new colour co-ordinated interior, developed after extensive customer research.

They are 7.8-metre long 23 seaters, with seat spacing to meet the latest DPTAC specifications. Beaver 2 offers a much-improved two-step entrance, while the air-suspended Vario chassis provides a better ride quality. The PMT Varios have automatic transmissions.

PMT has specified Bright Tech motorised destination displays, which are claimed to combine the clarity of a conventional destination screen with the ease of use of modern electronic displays. The driver selects route number and destination details using a keypad above the windscreen and this sets not only the destination, but also the front, side and rear route number displays.

"We have been buying Beavers since the late 1980s and have found them to be well suited to busy urban services," PMT engineering director Tony Marsh said.

"The fact they are built in large volumes to standardised specifications also ensures good availability of spare parts."

PMT favourite

IN BRIEF

Fourth Scania for Kettlewell's

KETTLEWELL'S of Retford, Notts has taken delivery of this Scania K113CRB Irizar Century from Scania Bus and Coach UK, of Worksop. The vehicle seats 49 plus courier and has sunken toilet, video/monitor, radio/pa/cassette, driver's safe, driver's bunk, dash refrigerator and last, but definitely not least, air conditioning. Md Paul Kettlewell said it was the company's fourth new Scania and second with Irizar bodywork.

Excel represents quality

REPRESENTING the large lowfloor bus sector on the Optare stand at Coach and Bus 97 was one of 15 Excels for Cardiff Transport, which converted three routes in the city to easy-access operation on Sunday (2, November). The 11.5-metre buses are a full 2.5 metres wide and can carry up to 43 seated passengers with 23 standing or 36 seated passengers with 29 standing if wheelchairs are carried. The buses are liveried as 'Easyrider' to emphasise their high quality.

Capital flying high

PLAXTON

CAPITAL LOGISTICS LIMITED has bought a further eight luxury coaches for transporting airline crews from their aircraft to hotels near Gatwick and Heathrow airports and in central London.

Capital currently provides coaching services to 50 airlines at Heathrow Airport and 35 at Gatwick Airport. It is also planning to expand its services to operations at Luton and Stansted airports and some of the main regional airports, including East Midlands and Birmingham.

The new vehicles complement the existing 68 and comprise four new 24-seat Mercedes-Benz 0814D Vario midicoaches and four new 43-seat Plaxton Premiere 320 Volvo B9M coaches. Features include air conditioning and soft-trim reclining seats. Every coach is fitted with safety belts and has additional luggage space following research by Capital which showed this is what crews wanted. All the new vehicles will be operated from 0530 hrs to 2300 hrs, seven days a week.

Capital Logistics Limited was formed from the recently-merged Whytes Airport services and Capital Coaches, and is a fully-owned subsidiary of National Parking Corporation. It is "planning to make further significant investments."

See People, page 55

Olympians in the front line

OVER a two-and-a-half year span, Delaine Buses Ltd of Bourne has placed a quartet of matching long-wheelbase 86-seat East Lancs-bodied Olympian double deckers on its front-line 30-minute service into Peterborough.

When the first two arrived in February 1995 they were the first new deckers for 22 years and the company's first Volvos. The recent arrival of the fourth £124,000 Olympian has prompted retirement of a 1972 Leyland Atlantean. A fifth Olympian is on order for August 1998.

Smartcard project

BUILDING on the introduction of smartcard technology in Sydney, Hertfordshire-based Transmo has sealed a deal with Card Technologies Australia to provide the biggest smartcard scheme in the UK.

CTA is sharing its contactless smartcard software technology with Transmo, while Transmo swaps its security module hardware and clearing services (*CBW*, 23 October).

The result will help shape Hertfordshire's contactless smartcard project, which will be running at the end of this year courtesy of Transmo Citycard. It will offer passengers a bus pass and can be adapted to be a retail loyalty card, or a rechargeable 'virtual purse' of loose change.

■ *Transmo is based in Royston, tel 01763 249933, fax 01763 249955*

German product being made under licence by Redland

UK-made bus kerb on sale

Kassel Kerb minimises distance between bus and stop

By Mark Williams

HAVING secured an order for 1,400 metres of German-made Kassel Kerb for Birmingham, with the prospect of further orders from Coventry and Southampton, George Lines will now be selling British-made Kassel Kerb.

Redland Precast in Leicestershire will be making the lowfloor kerb under licence from Kassel, producing significant service advantages.

The kerb is designed to accommodate the profile of bus tyres, allowing the vehicle to leave little more than a 20 mm vertical gap with some certainty and - for most mobility-impaired bus users - negating the use of a ramp.

"More and more local authorities - working jointly with bus companies - are welcoming the introduction of lowfloor buses, which are set to be the 'norm' on urban routes," said Hugh Bone, of George Lines Ltd.

"Consequently, we believe that the UK is probably the Kassel Kerb's greatest potential market in Europe over the next 10 to 15 years."

■ *Details of Kassel Kerbs are available from Peter Bowes, general manager of Redland Precast, on 01509 882121.*

New concealed cabinet hinge range from Albert Jagger

Concealed hinges are corrosion free

CONCEALED hinges on exterior access flaps and inspection covers are wide open to corrosion, but not if they are the latest design by Albert Jagger of Walsall.

Made from glass-reinforced polyamide with stainless steel pins and brass threaded inserts, the range of new hinges should need no lubrication while offering top-notch corrosion resistance.

They open a full 180° in a range of configurations but, like Henry Ford's cars, are in any colour as long as it's black.

■ *Get samples and details from Albert Jagger Limited, on 01922 627373*

Lift for minis

PITTER Commercials - the trucking sister of Coliseum Coaches - has installed a Rotary hydraulic lift to service a new Iveco Ford project. The Southampton coach and truck business is one of three Iveco Ford Truck dealerships chosen to pilot Daily Quick Service - a maintenance scheme which supports Iveco's drive into the light commercials market. The lift, an SP015, is ideal for minibus applications, raising 6.8 tonnes on hydraulic cylinders.

Demos spark interest

PRACTICAL demonstrations of McKenna Brothers' new 'no-fade' yellow displays have drawn interest from around the globe.

The Manchester destination blind maker had answered the problems of fluorescent paints and dyes fading to white with a new product, McKennaglo. The preferred colours for all destination displays are yellow on black, but yellow is particularly prone to fading.

McKenna had the answer, but the problem was, how to convince buyers. Accelerated ultra-violet light tests on a variety of materials did the trick... particularly for the Far Eastern transport industry.

McKenna got orders and inquiries from Hong Kong, Malaysia, Canada, Spain, Norway (where they get sun at midnight!) and Belgium.

Particularly impressed was a Spanish operator, Santiago Blanch who, with business partners, spent time at McKenna Brothers' factory at Middleton and toured Coach and Bus 97 before cementing a deal.

McKenna Brothers: offering yellow that shows despite the sunlight, for years

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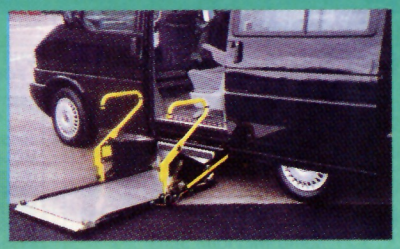

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1980 W Reg FORD R1114 DUPLE DOMINANT II 53 seater, tinted windows, curtains, soft trim to roof, power door, Bristol dome, wheel trims, above average condition, full year's MoT. **£2500 + VAT**

Tel: 0181 692 5182

PARITRANS Bus & Coach 72051/CM

1990 B10M Ikarus, 49 seats . . **£60,500**
1990 B10M Ikarus, 53 seats . . . **£51,500**
1986 Scania K112 Jonckheere, 49 seats **£35,000**
1984 Scania K112 Jonckheere, 49 seats **£31,250**
1985 Bedford YNV D uple Lazer, 53 seats **£9,500**

All the above vehicles are MoT'd + fitted with seat belts

MARSHALLS COACHES

Tel: Fred Marshall

01525 376077 73486/CM

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1 – LEYLAND LEOPARD
Rebody, 62 seat service bus
£3,000

6 – FORD TRANSIT MINIBUSES
(5-20 seaters, 1-18 seater), all MoT'd, some with long tests
£2,250 each

All vehicles available immediately and are ono + VAT

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DUE TO FLEET REPLACEMENT WE OFFER FOR SALE THE FOLLOWING COACHES:

All vehicles in very good condition throughout and suitable for use on variety of work

1985 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 49-str, semi automatic, express doors, seat belts. Tested to July 1998..**£25,000**
1984 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 51 reclining seats, new semi automatic gearbox, seat belts. Tested to March 1998.....**£23,000**
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 53-str, express doors, new semi automatic gearbox, seat belts **£21,000**

ALL PRICES PLUS VAT
ANY INSPECTION INVITED
MAINTAINED REGARDLESS OF COST
FIRST TO SEE WILL BUY
Torrs Coaches (Nottingham) Ltd
Telephone: 0115 961 8628 73622/CM

1993
VOLVO B10M VAN HOOL ALIZEE
3.3m, 49 seats, centre toilet, servery, air conditioning, MoT December 1998.
Available early January.
CHOICE OF 3 VEHICLES
EXCELSIOR HOLIDAYS
22 Sea Road, Bournemouth
01202 309555 73628/CM

BOVA FUTURA 1991
51 seat exec, toilet, drinks, TV, video, carpets, seat belts, cruise control, bunk, owned from new, MoT Sept. '98.
£68,000
Part exchange considered
0831 224483 73631/CM

FOR SALE

1991 H REG LEYLAND TIGER PLAXTON PARAMOUNT 3500, Cummins L10-290, auto gearbox with retarder, 51/53 reclining seats inc armrests and Elite inertia lap belts, courier seat, full draw curtains, wired for TV, video, heated mirrors, heated front entrance door, glass and driver's window, radio - PA, cruise control, ferry lift, O/S/R, sunken toilet/O/S/R continental door drinks machine and drinks carousel, long MoT, immaculate condition, any inspection invited **£64,000**

MERCEDES 307D 1988 E REG, 12 seater minibus, front entrance door, forward facing seats with Elite inertia lap belts, radio, ext: white, green/mink stripe, long MoT, immaculate **£4,995**

Tel: 01994 240274 73627/CM

Express Travel (Holdings) Limited
Aug 1992
VOLVO B10M Plaxton Premier

★ 46 seats, toilet, servery, overhead lockers
★ ZF fully automatic gearbox, integral retarder, ABS, 3-piece windscreen, digital destination

£89,950 ono
Ring Ian Hann on 0151 281 2811 73632/CM

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FOR SALE:
All in excellent condition

1 x NEOPLAN SKYLINER - 1991 (77 seats)
1 x NEOPLAN SKYLINER - 1990 (79 seats)
1 x NEOPLAN CITYLINER - 1994 (50 seats)
1 x SCANIA CENTURY - 1995 (48 seats)
MERCEDES 0303 HIGH DECK (Choice)
MERCEDES 0303 low deck (Choice)
1 x DROGMULLER COMET (Merc)
1 x LEYLAND CUB - 1993 (32 seats)
1 x RENAULT DODGE - 1989 (45 seats)
1 x HEAVY DUTY COACH TRAILER
1 x MERCEDES 608D - (19 seats)
1 x HOSPITALITY BUS

New coaches on order so all of the above must go

PRICES ON APPLICATION
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0181 302 2908 72749/CM

FOR SALE

1992 Leyland Cummins 290 Duple/Plaxton 321, 53 reclining seats. Choice of two **£58,000 each**

1987 Leyland Tiger 260 TL11, Van Hool Alizee, 53 reclining seats. Retrimmed in May 1997. Choice of two **£44,000 each**

1988 Mercedes 608. Reeve Burgess. 23 seats **£8,000**

All above have seatbelts, radio, cassette & PA systems, 1 year's MoT

Contact:
Moffat & Williamson Ltd, Main Road, Gauldry
Telephone: 01382 330777 73642/CM

1988 Scania 112 Van Hool, 51 seats, full exec, demountable, video, P.P. **£58,500**
1988 Scania 112 Van Hool, 51 seats, full exec, demountable, video, P.P., new style front **£59,500**
1985 Scania 112 Jonckheere P50, new MoT, 53 recliners, P.P. **£26,500**
1986 Neoplan Skyliner, 77 seats, toilet, water boiler, Gardner auto, P.P. **£32,500**

Phone:
01626 332047 73421/CM

1990 IVECO 49-10, PHEONIX CITY NIPPY BODY
25 seats, electric door, destination gear. White with blue stripes.
£6,000 + VAT ono

1988 RENAULT DODGE S56 MARK II
Northern Counties body, 27 seats, white with blue skirt. Tested June 1998. Taxed.
£3,900 + VAT ono
Both good condition
Tel: 0191 567 4193, 0191 521 1740 (eves) 73435/CM

1976 AEC 760
55 seats, engine rebuilt last two years, seatbelted, MoT 'til August '98, taxed January '98.
Good condition, Mark IV front, Bristol Dome, 12 metres.
£3,500 ono+VAT
Call Ray on
0860 638 039 73441/CM

1987 Freight Rover Carlyle, 20 seats service bus, MoT 9/10/98 . **£1,500 + VAT**
1987 Freight Rover Carlyle, 20 seats service bus, MoT 17/6/98 . **£1,500 + VAT**
1987 Freight Rover Carlyle, 20 seats service bus, Ford DI engine and gearbox, MoT 8/9/98 . . . . . **£2,000 + VAT**
1978 (Dec) Bedford PJK, 29 seater Plaxton Supreme, power door, retrimmed, very tidy, MoT 2/12/98 . . . . **£3,000 + VAT**

All the above in daily use and for sale due to loss of contracts and fleet update

CLYNNOG & TREFOR
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We have for sale
1984 Van Hool Super High Volvo B10M
49 reclining seats, centre sunken toilet, Jason coffee boiler system, TV and video, 10 months test, very good condition
Price £38,500 ono + VAT
If anybody would like to take our vehicle in part exchange we are looking for 88/89/90 B10M any body considered

Contact No
0191 3840659/0191 3842873
Mobile: 0802 676128
Ask for Danny 73605/CM

SCANIA K112 PLAXTON 3500

1989 F REG

Fully fitted with seat belts, demountable toilet, full draw curtains, 49/55 seats, 12 months MoT, 1 owner from new, good condition

0181 366 4337
Mobile: 0958 575154

72033/CM

1985 Ford Transit/Dormobile
Choice of two. New MOTs to 11.98.
16 bus seats & 5 standees **£1750**
16 coach seats with belts **£2750**

1985 Mercedes L307D
12 seater coach. Lap/diagonal belts. MOT 27.4.98. **£3450**

1985 Mercedes L508D
Rear tail lift. 16 seats or 4 seats + 6 wheelchairs. MOT 20.12.98. **£5950**

All vehicles maintained to a high standard in our own workshops. Service records available.

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73629/CM

TRANSIT 16 STR

Power door, MoT Feb '98

£1,600

incl. extensive spares from similar bus

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72030/CM

1990 IVECO 4910 Carlyle 25-seater service bus. MoT 21/09/98 **£7,250 + VAT**

1989 MERCEDES 609D dual purpose, 24 high back seats with belts. MoT 24/02/98 **£12,500 + VAT**

1984 MERCEDES 608D service bus. 18 high back seats. Choice of two. MoT's 01/09/98 and 26/11/97. One with Diptac features **£2,500 + VAT each**

For further information contact
Roger Smith on 01628 629936

72034/CM

Scotland

AEC REGENT, 3DD, 1948
TIGER PARAMOUNT 3500, 1984
ATLANTEAN, DD 1981
ATLANTEAN, Open Top 1965
FORD DUPLE, 35 seater, 1982
Series 307D 1986, 8 seats, tail lift

All above current MoT's

Tel: 01333 350550
Details on application

73647/CM

EXPRESSLINES LTD

can offer the following vehicles for sale due to updates

1987 (E) MERCEDES 609D, 26 HB seats, boot, racks, MoT Sept '98 **£8,995+VAT**

1989 (G) MERCEDES 408D, 16 seats, large boot, 3 point belts, Coachcraft conversion, MoT Sept '98 **£8,995+VAT**

1986 (D) FORD TRANSIT 16-seater bus, Carlyle conversion, pod, perfect sides, vgc, MoT April '98 **£1,750+VAT**

1985 (B) MERCEDES 310, tail-lift, 6 MTB seats with 3-point belts, tracking, 60K, MoT July '98 **£1,495**

Contact Chris on
01234 268704 (Bedford)

72032/CM

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CAETANO ALGARVE

35 seater, curtains, carpets, reclining seats, courier seat, arm and foot rests, seat belts, radio / PA system.

£87,750 + VAT

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72031/CM

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ACE PUMA. Sept '86. 39 seat Plaxton Paramount. MoT Aug '98. Good condition throughout. Seat belts fitted. Used daily. For sale due to loss of contract **£20,000**

FORD T152. Jan '80. 35 seat Plaxton Supreme. MoT April '98. Good reliable contract vehicle. Used daily. For sale due to loss of contract **£4,000**

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73650/CM

Williamsons Holidays

1996 (N) SCANIA K113TRB – IRIZAR CENTURY, 49/51 reclining seats, air conditioned, Blaupunkt audio equipment, twin monitors, Webasto heating system, seat back tables, blinds and curtains, hot and cold drinks facilities, centre WC ..... **£139,500 + VAT**

1994 (M) DENNIS JAVELIN – PLAXTON PREMIERE 320, 57 seater with belts, radio/PA, excellent condition ..... **REDUCED TO SELL ONLY £79,500 Yes £79,500 + VAT.**

1993 (K) EOS 200 – MAN ENGINE, 48/52 reclining seats, Blaupunkt radio equipment, twin monitors, Webasto heating system, blinds and curtains, centre wc, (this is an EOS 200 not 100 model), hot and cold drink facilities ..... **£99,500 + VAT**

1989 (G) LAG PANORAMIC – (DAF POWERED), 49/53 reclining seats, air conditioned, Blaupunkt audio equipment, twin monitors, Webasto, blinds and curtains, centre WC, hot and cold drinks facilities ..... **£49,500 + VAT**

1991 (J) DENNIS DART CARLYLE BUS 10 metre, 40 seater, 20 standees,..... **£35,000 + VAT**

All the above vehicles have been owned by us since new. All in excellent condition, all with current MoTs

Also 1980 (PP) VOLVO B58 – PLAXTON, 12 MTR SUPREME, 53 reclining seats, courier seat, power door ..... **£8,000 + VAT**

1989 (F) LEYLAND TIGER DUPLE 320, 53 seater (Cert for 61 seats), power express doors, destination equipment ..... **£29,000 + VAT**

Phone (01691) 682232 Office Hours or (0836) 569406 any other time

73648/CM

EXPRESS TRAVEL (Holdings) LTD

July 1993
VOLVO B10M
PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers.
ZF S685 Manual Gearbox.
ABS, 3-piece windscreen, destination.
CHOICE OF 3

£95,000 ono

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72108/CM

DUNN-LINE OF NOTTINGHAM

Bova Futura. (1993 K). 51/55-seater, owned from new **£85,000**

Volvo/Plaxton 3500. 49 plus toilet, 1986 **£37,500**

Volvo/Duple. 1987, service bus. Choice of 3 **£29,950**

Volvo Dominant with wheelchair lift. 43 seats plus some tracking **£4,000**

WANTED:
Double decker Coach in scrap condition. Must be cheap.

WANTED:
Volvo B10M chassis for re-bodying.

All prices are excluding VAT

Contact Bob Dunn, 0115 916 9000

72107/CM

VAN HOOL ACRON 1982

New Man. engine, 49 reclining seats, sunken toilet, fridge, drinks, sausage boiler, drivers bunk, wired for TV / video, vast luggage area. New test.
Excellent all round condition.

£22,500

Tel: 01268 724956

72106/CM

SCANIA K93, Plaxton 3200

1990 (H)

Fully fitted with seatbelts, radio/cassette/PA, full draw curtains, 53 seats plus courier, MoT to May, tax to July, one owner from new, good condition.

NEEDS TO BE SEEN

£56,500 ono
Quick Sale Required
Tel: 0181 531 7854

72105/CM

1979 DAF MB200 DKL

12 MTR PLAXTON SUPREME 4

Power door, 6 speed, ZF with splitter - engine rebuild June 1997, 53 seats, decorative curtains, centre aisle carpet.
Good condition all round, tested August 1998.

Price:
£8,450 ono + VAT
Telephone: 0191 5862136

72104/CM

VOLVO B10M JONCKHEERE P599, 1983 48 seater, rear sunken toilet, TV, video etc. Choice of 2 ..... **£25,000**

LEYLAND LEOPARD WILLOWBROOK 1982, 49 dual purpose seats, MoT April 98 ..... **£2,500**

LEYLAND LEOPARD PLAXTON VIEW-MASTER, 1977, 53 seater with lap belts, express doors, S/A MoT Feb 98 ..... **£2,750**

LEYLAND LEOPARD PLAXTON SUPREME, 1979, 49 seater, p/door, s/a ..... **Without MoT £2,850** ..... **12 Months MoT £3,450**

MAN REEVES BURGESS, 28 seater, p/door, 1983, A reg, tested March 98, lower half repanelled, painted white, 2 point inertia reel belts **£5,500**

1985 SCANIA K112 PLAXTON PARAMOUNT 3500 49 seater, sunken toilet, wired TV / video etc. 11 months MoT **£29,000**

DAF MB200 PLAXTON PARAMOUNT 3500, 53 seater and toilet, video/TV etc. 1983 P/P MoT Feb 98, bodywork very tatty, cheap to clear **£16,000**

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72039/CM

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Offer for sale the following desirable coaches

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Specification: 49 recliners, toilet, wired for video, radio cass/PA, boiler, immaculate cond. **Only £42,950**

1988 DAF BOVA FUTURA FHD
Specification: 49/53 recliners, demountable toilet, wired for video, radio/cassette/PA, boiler **Only £44,950**

1987 VOLVO B10M PLAXTON PARAMOUNT 3500
49 recliners, toilet, wired for video, radio cassette/PA, boiler. Owned by us from new. **Only £47,500**

1989 VOLVO B10M PLAXTON PARAMOUNT 3500
49 recliners, toilet, wired for video, radio cassette/PA, boiler. Owned by us from new. **Only £63,500**

For further information contact Neil Herbert **0191 296 0808**

72109/CM

IVECO 59.12 SERVICE BUSES

1 x 1996 N (JUNE)
27 seats + 11 standees, MoT end May, taxed
£31,000 ono + VAT

ALSO

1993 L REG
26 seats + 12 standees. Recent replacement engine still under warranty, MoT and tax to Sept '98
£19,000 ono + VAT

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72103/CM

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With the first rental not payable for 100 days.

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P/EX or deposit of £8,000, no rentals for 100 days then 60 monthly rentals of £2,500, similar terms available on fixed rate hire purchase, all rentals exclude VAT. Written quotations available on request, finance is available subject to status.

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Claylands Avenue, Worksop S81 7DJ
Tel: 01909 500822 Fax: 01909 500165

BEDFORD

PJK 330 TURBO, 1985, Supreme IV, 29 seater, MoT June 98, good conditions, many new parts and retrimmed, urgent sale. **£8,500 + VAT, phone Richard 0181 549 4962.** 73473/BE

PLAXTON YMT 1981, test December 1998, one owner from new. **£4,250 + VAT. Kimes Coaches, Sleaford Tel: 01529 497251.** 73643/BE

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1984 BOVA FUTURA

49 Executive, complete retrim 5 months ago, 8 months MoT, very good condition for age.

Reason for sale: New vehicle arriving.

£28,000 ono

Tel: 01705 499808

72793/BOV

BOVA 1983 P.P. Europa, 47 str, retrimmed, Graffiti Moquette seats, sunken toilet, drinks machine, continental door, wired for tv/video, MoT 9/98. **£14,000 ovno. Tel: 01772 312577.** 73639/BO

BOVA

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ELMSALL WAY, DALE LANE, SOUTH ELMSALL, PONTEFRACT WF9 2XS
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BREAKING BOVA EUROPA, 1983, complete except engine and gearbox. **Tel: 01873 855832, Mobile: 0973 218127.** 72016/BO

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DAF

BREAKING 1988 DAF SB2300 Duple 340 body, all parts available. **Tel: 01873 855832; Mobile: 0973 218127.** 72015/DAF

81 DAF VAN HOOL MB200, 48 seats, toilet (mid-mounted), very clean for the year, test Sept '98, tax end Oct, **£18,000 ono + VAT. No time wasters please. Tel: 01253 896208.** 73442/DAF

BREAKING MB200 engine, gearbox and axles. **Tel: 01873 855832, mobile 0973 218127.** 72780/DAF

85 DAF BOVA INTEGRAL ZF 6 speed gearbox, 49 recliners + courier, video/monitor, radio/pa/cassette, drivers bunk, drinks machine, continental door and centre sunken toilet. **Please contact Scania Bus and Coach UK Ltd for further details. 01909 500822 Fax: 01909 500165.** 67265/DAF

DAF

DAF VAN HOOL ALIZEE

October 1989, G reg. 49 reclining seats, centre toilet and continental door. Video, hot drinks boiler. Telma, Webasto. Excellent condition throughout. MoT to Sept 1998.

£72,500 ono plus VAT

TEL: 01942 727985

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Lancashire 73468/DAF

1982 Bova Europa

PP, 49 reclining seats, Plain white exterior, maroon interior, carpets and curtains to match, wired for TV, Radio/PA systems. Recent new reconditioned engine and gearbox, rear demountable toilet

£10,250 ono

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73617/DAF

DAF

White Vanhool DAF 1160 Mid Engine. 50 reclining seats, curtains, tinted windows. New toilet, coffee/tea machine, wired for TV/video. 12 months test and 6 months tax. Good condition. **£35,000 + vat.** Private Plates. **Tel: 01207 271792.** 72010/DAF

1993
DAF SB3000 VAN HOOL
Air conditioned, 48 recliners, plus courier, curtains, Webasto, continental exit, fully automatic ZF gearbox, good condition, will supply with 12 months MoT
£88,000 + VAT
Choice of 2, P/X considered
Tel: 01708 864911
Frank Harris or Ian Pacey 72052/DAF

DENNIS

DUE TO FLEET UPDATE WE HAVE THE FOLLOWING VEHICLES FOR SALE
2 VERY LOW MILEAGE J REG. 1992 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, BOTH ARE FITTED WITH 53 RECLINING SEATS, CURTAINS, RADIO PA CASSETTE, TELMA, FULL MOT AND SERVICE HISTORY.
£64,000 PLUS VAT
CALL **0171 732 3085** 79623/de

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DAF SBR 3000 PLAXTON 4000, 1988, 74 seats, video, toilet, coffee machine, brown trim, blue/silver exterior, seat belts, MoT Sept 98 . **£62,500**

NAPOLEON SKYLINER, 1986 re-engine with a Volvo-Auto, 76 seats, full retire mauve Graffiti, blue/silver exterior, MoT April 98 . . . . . **£55,500**
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Bristol 0117 9559086 73634/DD

FORD

1986 FORD PLAXTON 3200 BODY. All parts available. **Tel: 01873 855832, Mobile: 0973 218127.** 72779/FO

FORD TOURNEO 8+ driver, also new Transit taxibus, 8/1 wheelchair, also VW diesel taxibus in stock plus double door VW taxibus. Also Hi top Transit 16, stock, PLUS latest semi high roof transit, semi lux, face forward, 14 days, p/x welcome. **Tel Blythswood Motors 0141 221 3165 or 0141 639 6107 eves.** 72062/FO

DENNIS

DENNIS JAVELIN, 1992 J reg, 57 seater Paramount, seat belts, curtains, carpet, good condition, owner driver. **Tel: 01763 289222 (Herts).** 76330/DE

DENNIS JAVELIN, 1994 (M), Plaxton 320, 57 seater, with belts, tested to January 1998, **£79,500 ono,** part exchange considered. **Williamsons 01691 682232.**

Available now for sale choice of 11 Wadham Stringer Vanguard II Dennis Javelins - ex MOD Hong Kong

Year 1993 (K registration), right hand drive – Uk specification, Cummins engine – 6CT 8.3, 157KW, ZF 6 speed manual gearbox, ABS brakes, exhaust brake, air suspension, autolube, Eberspacher saloon heater, air conditioning, speed limiter, tachograph, heated windscreens and drivers window, luggage racks and curtains, rear and side luggage lockers, mileage – between 30,000 to 50,000 miles, maintained by Dennis (service records available), fitted with 40 dual purpose seats, tilt tested for 48 seats and 22 standees, newly painted – 2 pack white. Ferry lift and kneeling suspension
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EXECUTIVE PULLMAN - 24 seater luxury coach. Super luxury M2 certified coach seats and diagonal seat belts. Stainless steel floor cage and side impact rails. Large drop-well boot. Power operated coach plug door with moulded aluminium drop step. Moquette luggage racks with individual reading lights. Panoramic plant on tinted windows with full sized coach quadvent. Overhead TV/Video display box. Twin rear saloon heaters, luxury curtains with polished timber cappings and feature panels. Colour keyed bumpers with side skirts and rear valance. Public address system with 8 speaker stereo system. Super luxury coach trimming and feature panels. External graphics and C.O.I.F. Options for wheelchair access if required. Ready to start work right now... Why not come and take a look.
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EXECUTIVE RANGE - 12-16 seater luxury mini coaches. Medium and long wheelbase models. Super luxury full sized M2 seating and diagonal seat belts. Front entry with options for lowered step and coach plug door. Side skirts and colour keyed bumpers. Super luxury interior trim with options for TV/Video, air conditioning and luxury curtains with polished timber or moquette trimmed cappings and feature panels. Public address system and 6 speaker stereo system. Panoramic windows with luxury luggage racks. Full sized luxury coach quadvent. External graphics pack and C.O.I.F. Options for wheelchair access if required.
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1991 (H reg)
MERCEDES 814D PMT AMI
30 seater with optional toilet and tables.
£29,500
Tel: 01675 475999

1985 608D, 21 coach seats, seatbelts, taxed until March 1998, tested to October 1998, good tyres, clean vehicle, **£4,800 + VAT ono. Tel: 01461 201484.** 73621/ME

MERCEDES 608 DIESEL. Reeve Burgess luxury conversion, 1984, in white, tested till Aug 98, fitted with seatbelts, certificate of conformity, new brakes, drums etc. 6 year calibration, ready to work. Quick sale. £3,950 ovno, 3 months warranty. **Tel: 01222 860230 or 0410 447279.** 73613/ME

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for the third consecutive year.
B10M

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VOLVO

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MERCEDES 412 SPRINTERS, special offer, 3 only, 5 wheelchairs and 3 seated or 16 removable seats, M2 tested and chair lift. Also 16 M2 top luxury spec, 410 16 luxury. All immediate delivery. Part exchange welcome. **Tel: Blythswood Motors, 0141 221 3165 or 0141 639 6107 eves.** 72102/ME

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1990 (G) TRANSIT Di engine, 14 passenger seats with lap belts
1991 (H) MERCEDES 709D BEAVER, Diptac features 25 DP seats, power door, tinted glass, large boot
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USED

1995 (M) FORD TRANSIT, 15 seat, seatbelts, PSV.
1994 (L) FORD TRANSIT, 15 seat + driver. Non PSV.
1992 (J) MERCEDES 609, 24 seats, power door.
1991 (H) MERCEDES 410D, 15 seats

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1988 F MCW MetroRider SWB 25-seat coach, disc brakes, Cummins engine, Allison 4-speed automatic gearbox, cruises comfortably at 60mph, fitted with retrimmed coach seats finished in grey/multicolour Holdsworth Graphitti moquette and including certified seatbelt installation, twin luggage racks, power door, repanelled and finished in your livery, one only for delivery this month, superb dual-purpose vehicle, £9,995

1977 PP Bristol LHS6L Plaxton Supreme 30-seat coach, Plaxton Supreme IV front, fitted with Plaxton Relaxa reclining seats with armrests, refurbished and retrimmed in brown centre pattern moquette by us in 1996, resprayed cream by us in 1997, absolutely outstanding vehicle for year, £5,995

1989 F Renault S56 Mark II Lancs 21-seat coach, Perkins 4-cylinder turbo, automatic gearbox, disc brakes, retarder, price includes retrim in your choice of moquette as well as our usual preparation package, one only, £6,995

1987 D and E Renault S56 19/21 seat coaches, Alexander AM type alloy bodywork, automatic gearboxes, power doors, retrimmed in Holdsworth Graphitti moquette, saloon heaters, good condition, ideal dual-purpose vehicles, resprayed white, one only, £4,995 READY NOW

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1988 F MCW MetroRider SWB 25-seat buses, disc brakes, Cummins engines, Allison 4-speed automatics, choice of attractive brown or grey bases multicolour stripe interiors, price includes full underbody overhaul and respray in your livery as well as our usual preparation package, one only, £7,495

1988 E Freight Rover Sherpa 350 with Carlyle Mark II 20-seat bus bodywork, 5-speed manual, power door, beige/orange interior, full underbody overhaul with new chassis rails and floor crossmembers, **one only MoT'd, prepared and awaiting your paint instructions.**

1987 E Freight Rover Sherpa 20-seat bus, Carlyle Mark II bodywork, **Ford DI engine and gearbox,** beige/orange interior, power door, price includes full underbody overhaul with new chassis rails and floor crossmembers, one only, £4,695

1987 E Renault S56 Mark I 19/21-seat buses, Alexander all-alloy bodywork, saloon heaters, optional luggage pens, automatic gearboxes, choice of three, excellent value at just £3,695 each

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1988 E Freight Rover Sherpa Carlyle Mark II 20-seat minibuses, new MoT's

1984 A Mercedes 608D Alexander 21-seat service bus, long MoT

1989 G Volkswagen LT55 Optare City Pacer II 25-seater, dual purpose low-back individual seats, fitted with Mercedes 3.78 litre engine, Mercedes 5-speed gearbox, power steering and high-speed back axle – unique vehicle, one only

1986 C Mercedes 307D Reeve Burgess 12-seat coach, high roof, MoT 3/98

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1995 N Omni 21-seat low-floor bus, fitted to Diptac spec, power door, Mazda turbodiesel engine and fully automatic transmission, one only

1990 H Omni 21-seat low-floor bus, fitted to Diptac spec, power door, Perkins diesel engine and manual transmission, one only

1989 G Omni 21-seat low floor bus, fitted to Diptac spec, power door, Freight Rover turbodiesel engine and manual transmission, one only

THIS WEEK'S DRIVE-AWAY BARGAINS

1988 E Renault S56 Mark II Northern Counties 25-seat bus, coachbuilt front end, Perkins 4-cylinder Phaser/automatic, long MoT, resprayed white, seat belts, £4,195

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R Mercedes Benz Vario. Executive Pullman. 24 seater superb luxury coach. M2 luxury coach seats. Power operated plug door. Coach back end with huge drop well boot. Luxury high line plant on windows. Super luxury fittings and trim. ***From £258 p week***

R LDV Convoy. Luxury 16 seaters. Front entry. Dropped steps. High line plant on windows. Executive trim and M2 seating. Luxury side skirts. Luggage racks and full sized coach vents. Options for turbo diesel, wheelchair access and removable seating. ***From £99 p week***

R Iveco Ford 49-10 Turbo D. Super luxury 19 seater executive coach. Coach rear end with small boot. Super luxury M2, full sized coach seats with Fainsa luxury armrests. Glass coach plug door. Super luxury coach fittings and interior trim. ***From £164 p week***

R Mercedes Benz Sprinter. Turbo D. Medium wheelbase, super luxury executive 12 seater mini coach. Superbly spacious. Full sized M2 luxury coach seats. Air conditioning. Side skirts. Timber cappings with luxury curtains. Drop step front entry. ***From £115 p week***

R Iveco Ford 49-10 Turbo D. Pullman Executive. 16 seater with huge rear boot. Full executive trim and fittings. Full sized M2 seats with luxury arm rests. Walnut cappings and luxury curtains. TV / video, P.A. system, reading lights. Option for air conditioning. ***From £180 p week***

R Renault B110 Messenger 2.9 Turbo D. Front entry 16 seater luxury midi coach. Raised floor with huge rear drop well boot. Full sized luxury M2 coach seats with armrests. 3 level luxury interior trim with shaped luggage racks and reading lights. Spacious and rugged. ***From £164 p week***

R Renault Master. Luxury 13 passenger wheelchair accessible mini coach. Raised floor with hidden chair lift. Moquette trim and luxury fittings. Low entry step. Side skirts. Panoramic tinted windows. Front passenger captains seats and much much more. ***From £121 p week***

R Renault Messenger B110. Luxury 18 passenger wheelchair accessible mini coach. Raised floor pan with no wheel arch intrusion. Multiple wheelchair positions. Tracked rear M2 seating. Luxury moquette trim. Front entry with drop step. Side skirts. Under body wheel chair lift. A true dual role vehicle. ***From £164 p week***

R Mercedes Benz Vito. Vitenza executive 7 seater. Full executive trim and full sized luxury coach seating with Fainsa arm rests and quilted head rest covers. Twin sunroofs. Luxury curved plant on windows. Huge rear boot. Mercedes Benz alloy wheels. Deep pile carpet. Colour keyed bumpers. 2.3 diesel engine. Stylish and elegant. The very best available. ***POA***

R Renault B110 Messenger Turbo D. 16 seater wheelchair accessible mini coach. Raised floor. Under body chair lift. Lowered front entry. Luxury trim and fittings. Tracked rear M2 seats. Panoramic tinted windows. Full sized coach seats. Spacious and flexible. ***From £161 p week***

R Fiat EuroCab 2000. Ultra modern wheelchair accessible 'Black Cabs'. Choice of colours models. 6 and 7 seaters. Over 50 options and design specifications including turbo diesel, traditional taxi rear ends, multiple wheelchair access, 2 way intercom systems, taxi door locking units, lowered suspension options, modern taxi sign pods, kerb loading seating etc. ***From £69 p week***

R Mercedes Benz. 7 seater, EuroCab, luxury 'Black Cabs'. Executive hackney interior with heavy duty partition and taxi style trim and fittings. Lowered suspension with access for 2 large wheelchairs. Ultra modern design. Front and rear luggage bays. Vented rear heating and optional vented air conditioning system. Choice of specs and colours. ***From £89 p week***

R Ducato Diesel. Luxury 8 seater Taxi bus. Super luxury trim and M2 seating. Front luggage bay. Tracking for one wheelchair with options for more. Executive interior styling. Tinted hi line windows. Unbeatable value for money.

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P Ford 2.5 D. Executive 8 seater Taxi buses. Choice of 6 superb vehicles. All low mileage one owner with brand new luxury Jubilee conversions. M2 seating and tracking for one wheelchair. Front and rear luggage options. Standard and semi high tops. ***From £61 p week***

N Volkswagen diesel. Luxury 8 seater Taxi buses. Choice of colours. New super luxury Jubilee conversions. High backed M2 seats in moquette. Tracking for one wheelchair passenger. Options for front and rear luggage. Superb throughout. ***From £59 p week***

N Fiat Ducato Diesel. SWB. Luxury 8 seater Taxi bus. Beautiful example with full M2 seating and wheelchair access. Tinted windows. Luxury trim. Front luggage pen. Perfect for airport transfer or executive work. ***From £59 p week***

N Ford 2.5 D. Executive 8 seaters. Luxury moquette trim. Tracking for one wheelchair. Choice of 3. Standard and semi high top examples. Tinted windows, luxury carpet. Wheel trims and executive graphics pack. Top value for money. ***From £59 p week***

M Renault Trafic Diesel. SWB luxury 8 seater taxi buses. New M2 high quality conversions. Choice of colours and trims. Fitted with wheelchair tracking. Low floor access. ***Choice of 5 – From only £8,995 or just £49 p week***

Previously owned vehicles

P Fiat Scudo. Wheelchair accessible Taxi bus. Rear Rolac ramp. Tracked seating. Luxury trim. PAS, tinted windows. Metallic paint. Very low mileage. ***POA***

N Ford Jubilee EuroCab. Executive 8 seater taxi with full EuroCab body style kit. Semi raised roof. Alloy wheels. Luxury moquette trim. Tracked seating. Wheelchair access. Cost over £25,000 new. ***Opportunity at only £16,995***

M LDV 400 D. 16 seaters. Choice of 3 super low mileage examples. All with PAS, M2 seats and lap diag. seatbelts. Ideal for school contract and private hire work. Unbeatable value for money. All finished in white with cloth trim. ***From only £69 p week***

M Ford Transit LWB 2.5 Turbo D. 15 seaters. Mint condition. M2 seats and belts. Choice of 3 semi high tops. All one owner. All ready to go right now. Choice of manual or fully automatic gearboxes. Please call for details. ***Only 2 left. From £10,995***

M Ford Transit 2.5 D. 8 and 12 seaters. Choice of 5. Various colours. Standard roof and semi high models available. M2 seats and seatbelts. Choice of seating plans. ***3 left***

M Volkswagen LT28 Diesel. 12 passengers with front luggage pen. Diagonal seat belts. Superb condition. Very low recorded mileage. A rare opportunity. ***at only £11,995***

L Ford Transit 2.5D LWB. 15 seaters. Choice of 3. Superb condition, inside and out. Fitted seat belts. Ready to work. Buy, finance or lease from just ***£59 per week***

K Nissan Diesel. 6 and 7 seaters. Low mileage. New luxury trim. Wheelchair accessible. Choice of colours and specifications. Top value for money. ***From just £6,995***

K Renault Trafic 8 seater Taxi buses. Choice of 2 with wheelchair access. Low mileage. Mint condition. Perfect for local wheelchair contracts. Top value for money. ***One left***

K Vauxhall Midi SWB. Wheelchair accessible mini bus. Fitted with removable seats and a new Ratcliffe wheelchair lift. Very low recorded mileage. Beautiful condition ***£59 per week***

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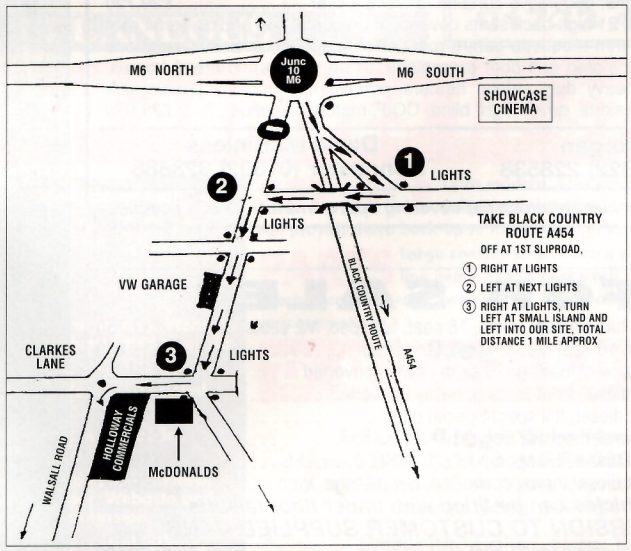

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Mercedes V10 6-speed splitter gearbox, 77 seat-belted seats, 12 months test, recent total refurbishment.
£28,500 + VAT
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72025/NE

1994
NEOPLAN SKYLINER
Air conditioned, 70 seatbelted recliners, saloon toilet, twin water boilers and fridge, 5 screen video system, Webasto, large luggage locker, tow bar, MAN 2866 LXOH engine and 8 speed ZF gearbox. This vehicle has been owned and operated since new on mixed work
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72741/NE

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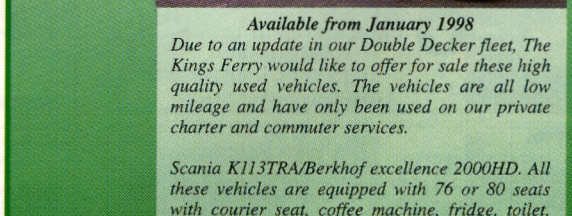

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2 1993 K reg.	*£165,000 ONE SOLD*
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1 1994 M reg.	*£195,000 SOLD*

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72055/SC

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E reg
SETRA S215HD
PP, 49 reclining seats plus courier, toilet, TV & video, coffee machine, drivers bunk, carpets & curtains, all usual Setra refinements, recently refurbished interior and exterior, immaculate condition
£62,500 + VAT
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73425/SE

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1988 (E)
SCANIA K112 VAN HOOL ALIZEE DH
51/55 seater, full executive coach including demountable toilet, video and monitor, coach to be sold with a full 12 months MoT and painted into your livery (maximum two colours)
£59,750 + VAT
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72012/SC

SCANIA K113 TRB, 1996 (N) Irizar Century, 51/49 seater, high specification plus many extras, **£139,500, Williamsons 01691 682232.**

73644/SC

Volvo B10M Van Hool Superhigh

1984, 50 seats, plus courier seat, fitted with lap belts, video and monitor, new factory engine fitted 2 year ago, excellent condition, MoT April 1998, must be seen

£42,000 ono

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73636/VO

VOLVO B10M JONCKHEERE BERMUDA 1981

49 seats plus courier, seat belts, toilet, fridge, coffee, drivers' bunk, wired for sights and sounds, long MoT

£18,750 + VAT

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73635/VO

1990 (G) VOLVO B10M PARAMOUNT 3500

37 recliners and crew, ZF auto gearbox, air conditioned, toilet, servery, fridge, carpeted, curtains, radio/PA, choice of 2, both vehicles in current use and are offered with tax and long MoT's

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73625/VO

1985 (PP) VOLVO B10M PLAXTON PARAMOUNT 3500

49 seater exec. with toilet / video / radio PA system. Aircraft lockers / Telma retarder, air conditioning. Reconditioned engine and new stretch panels.

£37,500

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72053/VO

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73492/VFH

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£66,000 each + VAT

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53 reclining seats plus courier seat, Webasto, curtains and blinds, radio/PA, d/glazed, full MoT. Re-moquetted November 1994. Recent engine rebuild. Immaculate condition.

£66,000 each + VAT

1 x 1988 VOLVO B10M (MKII) VAN HOOL ALIZEE

53 reclining seats plus courier seat, webasto, curtains and blinds, radio/PA, d/glazed, full MoT, re-moquetted November 1995. Immaculate condition.

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*2 x 1988 VOLVO B10M (MKII) VAN HOOL ALIZEE

49 reclining seats plus courier seat, Sutrak air-conditioning, hot drinks facility, fridge, WC, webasto, blinds, radio/PA, d/glazed, full MoT, re-moquetted November 1995. Immaculate condition.

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4 x 1989 VOLVO B10M (MKIII) VAN HOOL ALIZEE ONE SOLD

53 reclining seats plus courier seat, webasto, curtains and blinds, radio/PA, d/glazed, lap-belts, full MoT. Immaculate condition.

£74,000 each + VAT

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- 1994 Volvo B 10/M Plaxton Premier 3500 - 50 reclining seats, seat belts, toilet, water boiler, TV/Video, Radio/PA, air conditioning, foot rests, double glazed. Choice of 5.
- 1994 Scania K 113 GRB/Irizar Century - 49 reclining seats, Retarder, air conditioning, TV/Video, Radio/PA, driver's bunk, drinks machine, rear sunken toilet, fridge, continental door, Webasto and timer, foot rests, aluminium wheels. Choice of 2 - with and without automatic transmission.
- 1993 SETRA S 215 HD (Tornado) M.A.N. engine, 49 reclining seats, centre toilet, central locking, Retarder, ABS, Webasto and timer, TV/Video, Radio/PA, air conditioning, aluminium wheels, water boiler, toilet, fridge, Reccaro driver's seat. Choice of 4. Sold with 6 months warranty drive train.
- 1989 SETRA S 215 HR - 53 reclining seats, Retarder, ABS, Webasto and timer, power front door, central locking, fridge, courier seat, lift and lowering, hydraulic driver's seat, Radio/PA, seat belts. Choice of 2

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VANHOOL

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49 reclining seats, centre sunken toilet, continental door, fridge, water boiler, driver's bunk, wired for video/monitor.
Interior -grey/red; Exterior - silver.
MOT April 1998.

1995 SCANIA IRIZAR CENTURY
49 reclining seats, air conditioning, toilet, continental door, video & monitor, fridge, water boiler. Interior -autumn tint; Exterior - red/orange.
MOT May 1998.

1994 BOVA FUTURA
49 reclining seats, centre sunken toilet, continental door, water boiler, aircraft type luggage racks.
Interior -grey/green; Exterior -green.
MOT March 1998

1992 BOVA FUTURA FHD
53/57 reclining seats, centre sunken demountable toilet, continental door, wired for video/monitor, driver's bunk.
Interior -autumn tint; Exterior - white.
MOT December 1997.

1992 VOLVO B10M VAN HOOL ALIZEE D/H
48 reclining seats, rear floor mounted toilet, servery with fridge, water boiler.
Interior - blue/grey; Exterior - white/yellow/blue.
MOT December 1997

1990 DAF SB2300 JONCKHEERE DEAUVILLE
51 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor.
Interior - grey/maroon; Exterior - white.
MOT March 1998.

1990 VOLVO B10M PLAXTON 3500
49 reclining seats, centre sunken toilet, continental door, aircraft type lockers.
Interior -brown, Exterior- white.
MOT May 1998

1988 VOLVO B10M PLAXTON 4000
65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior -autumn tint; Exterior -white. MOT March 1998

1988 LEYLAND SWIFT WADHAM STRINGER (CUMMINS ENGINE)
38 seat service saloon.
Interior -grey/red; Exterior -cream/orange. MOT

1987 BEDFORD YNV DUPLE 320
53 reclining seats, power door. Interior -autumn tint; Exterior -white/red. MOT April 1998

1987 FREIGHT ROVER
20 seats, power door.Exterior-white.
MOT August 1998.

1987 VOLVO B10M PLAXTON 3200
49 reclining seats, rear floor level toilet.
Interior -autumn tint; Exterior - white.
MOT March 1998

1986 NEOPLAN SKYLINER
(Gardner Engine, Auto Transmission).
77 reclining seats, toilet, servery with fridge & water boiler.
Interior -red; Exterior - white.
MOT October 1998

1986 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, water boiler, wired for video/monitor. Interior - brown; Exterior - white.
MOT May 1998.

1985 FORD TRANSIT 190 (Diesel)
16 seats, power operated door. Interior - brown; Exterior - white. MOT March 1998.

1984 DAF DKFL CAETANO ALGARVE
50 reclining seats, rear floor level toilet, continental door. Interior -autumn tint; Exterior - white. MOT July 1998.

1984 BOVA EUROPA III
49 reclining seats, courier seat, centre sunken toilet.
Interior -fawn/orange; Exterior -blue.
MOT March 1998

1983 VOLVO B10M JONCKHEERE P90
58 reclining seats, toilet, water boiler.
Interior -brown; Exterior -white.
MOT July 1998

1983 DAF DKFL Plaxton Paramount 3200
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Interior -autumn tint; Exterior -white.

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MERC SPRINTER 412 16 wheelchair. Stock.

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90 TRANSIT LWB, Petrol, 12 seats.
90 MERC 709, 25 coach, p/door, boot.

90 VAN HOOL, 49, belts, toilet, fridge

90 TRANSIT, LWB 12 seat diesel PSV

89 SANOS exec (Merc), 49 + toilet, TV

89 DAF, Algarve exec 11.6, toilet, TV

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89 MERC 609, 19 seat coach

89 DUPLE 425 DAF, ZF 7 speed, 55 recliners.

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87 MERC, 19 coach spec.
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84 B10 VOLVO BERKHOF, executive, TV, retrimmed.

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1996 N Volvo B10M Mk 4 Plaxton Premiere 320, 53 reclining seats, Exterior Cream & Red, Interior Brown Striped Moquette, Telma, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Drivers Fan, Courier Fan, Tinted Windows, Double Glazing, Blinds, Seat Belts and Magazine Nets. **Ref: 0168**

1995 M Volvo B10M Plaxton Premiere 350, 49 reclining seats, NOT Rapid Specification, Exterior White, Interior Grey Moquette, Exhaust Brake, Pa, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Pannier Lockers, Aircraft Lockers, Double Glazing, Curtains, Continental Door, Seat Belts, Armrests, Destination Gear and Toilet. **Ref: 1065**

1994 L Volvo B10M Jonckheere Deauville 45 L Highliner, 49 reclining seats, Exterior Green, Orange Yellow and Brown, Interior Multi Coloured Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Fridge and Tea/Coffee Machine. **Ref: 0135**

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1992 J Volvo B10M Plaxton Premiere 350, 48 reclining seats, Exterior White, Interior Brown & Orange Moquette, Telma Retarder, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Air Conditioning, ABS, Webasto, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door, Crew Seat and Toilet. **Ref: 0997**

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1991 H Leyland Tiger 290 Plaxton Paramount 3500, 51/53 seats, Exterior White & Red, Interior Grey Moquette, Telma Retarder, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, Drivers' Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Curtains, Continental Door, Armrests, Crew Seat and Toilet. **Ref: 0288**

1989 F Daf 230 MB Plaxton Paramount 3500, 49 reclining seats, Exterior Grey & Cream, Interior Grey & Red Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Driver's Fan, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Seat Belts, Crew Seat and Toilet. **Ref: 0161**

1993 K Dennis Javelin Plaxton Premiere 320, 53 reclining seats, Exterior Multi Coloured, Interior Brown Striped Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Pannier Locker, Aircraft Locker, Rear Window, Tinted Windows, Double Glazing, Curtains, Continental Door and Seat Belts. **Ref: 1045**

1989 Private Kassbohrer Setra Mercedes V8 Integral S215HR, 49 reclining seats, Exterior White, Orange and Grey, Interior Grey and Blue Moquette, Voith Retarder, TV, Radio, Pa, Microphone Cassette, Plug Door, ABS, Pannier Lockers, Rack Lockers, Tinted Windows, Curtains, Continental Door, Hot and Cold Water, Coolbox, Crew Seat and Toilet. **Ref: 0966**

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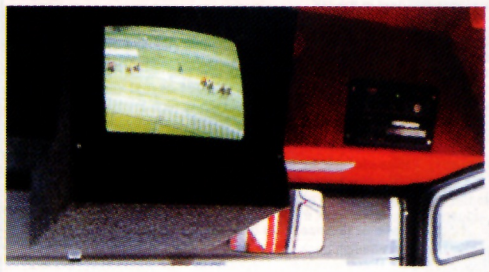

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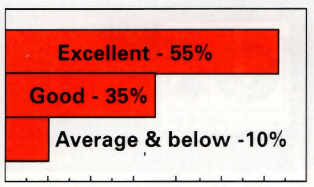

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The closing date for the return of completed tenders is Monday November 24th 1997.

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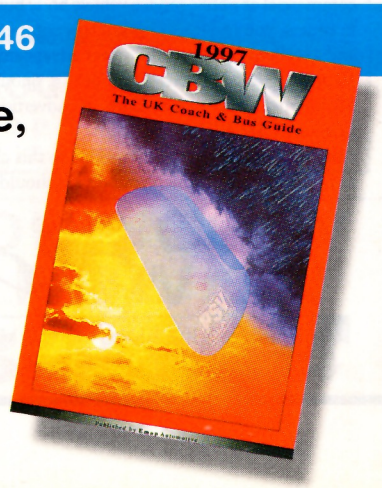

PEOPLE

Management team boosted at Capital

By Frank Forster

CAPITAL Logistics Limited, formed from the recently- merged Whytes Airport Services and Capital Coaches, has strengthened its management team.

Following the appointment of Graham Pomroy as chief executive on 1 July 1997, Bruce Jupp has become sales and marketing executive, and Sue Powell Capital's staff training and recruitment manager.

Paul Cowell remains on the board as operations director with specific responsibility for the private hire and crews coaching operations.

Bob Mackenzie, chief executive of National Parking Corporation, remains chairman of the board of Capital Logistics, which runs a fleet of 76 high-quality vehicles for airline crew transportation.

Capital says it is actively planning to make "further significant investments so as to continually improve its operations in all aspects of coaching services and logistics."

Capital Logistics Limited is a fully-owned subsidiary of National Parking Corporations and is divided into: private coach hire; tourist coach hire; corporate hospitality coach services; courtesy coach services; airline crew transportation; airline baggage and passenger connections; LRT bus operation; and 24-hour coach spares and repairs.

Bruce Jupp - sales and marketing

Trainee becomes manager

YORKSHIRE TRACTION subsidiary Lincolnshire RoadCar has appointed former management trainee Matt Davies district manager east.

Mr Davies, 24, assumes responsibility 100 staff and the operation of 70 vehicles at the company's Grimsby, Louth and Skegness depots.

After completing a degree in transport management at the University of Northumbria in 1992 he joined RoadCar initially as a management trainee and was subsequently made depot manager Skegness in June 1996.

During his time at university he undertook a one-year placement with Leigh-based Timeline Travel as a traffic clerk, but it was at RoadCar where Mr Davies gained his PCV licence. "I am more than happy to go behind the wheel when there's a need," he said. "I have been known to slip the odd run in when I can; I feel that it's vital to be able to see things from a driver's perspective."

Action 2000 chairman

DON CRUICKSHANK is to be chairman of Action 2000, DTI's new initiative to tackle the century date change problem, says industry minister Barbara Roche.

"Action 2000, the initiative launched by the Government in partnership with industry, has a vital role to play and I am delighted Don Cruickshank has agreed to champion this crucially important issue," Ms Roche said.

GM Buses North completes boardroom reshuffle

FIRSTBUS subsidiary GM Buses North has completed its boardroom reshuffle with the appointment of former Rider group man Dave Kaye as its new operations director. The appointment completes the new enlarged board of five headed up by managing director Dr. Mike Mitchell.

Mr Kaye, 34, moves over from Rider group subsidiary Leeds City Link, where he has been operations director since May 1996. He started his transport career in 1979 with the West Yorkshire Passenger Transport Executive on direct operations as a traffic clerk in Halifax.

He progressed through traffic posts at Bradford and Leeds before joining Yorkshire Rider Halifax as operations officer in 1990.

Mr Kaye stayed at Halifax, becoming operations manager and later operations director Calderline, before moving to Leeds last year.

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